

THE RAILWAY GAZETTE
A Journal of Management, Engineering and Operation
INCORPORATING
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GOODS FOR EXPORT

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this paper should not be taken as indicating that they are available for export

NOTICE TO SUBSCRIBERS

Consequent on the paper rationing, new subscribers cannot be accepted until further notice. Any applications will be put on a waiting list and will be dealt with in rotation in replacement of subscribers who do not renew their subscriptions

POSTING "THE RAILWAY GAZETTE" OVERSEAS

We would remind our readers that there are many overseas countries to which it is not permissible for private individuals to send printed journals and newspapers. THE RAILWAY GAZETTE possesses the necessary permit and facilities for such dispatch.

We would emphasise that copies addressed to places in Great Britain should not be re-directed to places overseas

TO CALLERS AND TELEPHONERS

Until further notice our office hours are:

Mondays to Fridays 9.30 a.m. till 5.30 p.m.

The office is closed on Saturdays

ANSWERS TO ENQUIRIES

By reason of staff shortage due to enlistment, we regret that it is no longer possible for us to answer enquiries involving research, or to supply dates when articles appeared in back numbers, either by telephone or by letter

ERRORS, PAPER, AND PRINTING

Owing to shortage of staff and altered printing arrangements due to the war, and less time available for proof reading, we ask our readers' indulgence for typographical and other errors they may observe from time to time, also for poorer paper and printing compared with pre-war standards

The Allies Western Invasion of Europe

ON Tuesday morning last it was announced that Allied Forces, under the command of General Eisenhower, had commenced the invasion of Western Europe by landing on the Northern coast of France. This step marked a climax in the mounting calls which have been made on the British railway system for many months in the movement of man and materials. With the return to Europe of an Allied expeditionary force, it is clear that for some time the demands on the transport system of this country will be exceptionally heavy, even in comparison with the peak loads which have been dealt with in recent months. Long preparations have been made against the eventuality which is now in being, and there can be no doubt that the railways will play their full part in the supply and maintenance of Allied Forces in the resumed cross-channel theatres of war, as they have done with those in more distant places. The need for still further reductions in non-essential civilian use of the lines is now more apparent than ever before, and any unavoidable inconveniences which may be inevitable as a result of the great operations now embarked on will be the more patiently borne because of the general realisation of the essential part which the railways will be playing in bringing the war to a successful conclusion.

Home Railway Dividends

It is expected in the Stock Exchange that the boards of three of the main-line railway companies—the L.M.S.R., L.N.E.R., and Southern—will meet on July 27 to consider dividend payments in respect of the first six months of this year, and that a similar meeting of the Great Western Railway Company will be held the next day. Recently, there has been an improved demand for home railway stocks, and prices have shown some improvement, although the yields are still very high and are out of accord with the general run of other industrial undertakings. Uncertainty as to the long-term future of the railways is undoubtedly the root cause of the diffidence shown by investors. Recent buying has been attributed, in part, to market talk of the possibility of a revision of the railway control agreement in favour of the companies—a possibility which seems to be based on very unsubstantial ground, and, indeed, *The Financial Times*, in dealing with the matter on May 31, could not say more than that the market took the view that no news was good news. *The Daily Express* on May 30 said that after the Whitsun recess the Parliamentary Railway Committee plans to send a deputation to Lord Leathers on the revision of the railway control agreement, but there has been no sign that Treasury policy has undergone any change. The successful implementation after the war of Government policy on employment, outlined in the recent White Paper, would benefit the railways by stabilising traffics and assisting to maintain the volume of trade. This is a matter, however, which lies in the future, and the dividends for the current half year are not likely to show any appreciable change on those of twelve months ago.

L.N.E.R. Stockholders and Railway Agreement

Mr. K. Scott Adie, of the London & North Eastern Railway Stockholders' Association, has issued a pamphlet entitled "The Scandal of the British Railways" in which he deals at length with the steps leading up to the second railway agreement, and vigorously attacks the equity of that arrangement. He expresses the view that one reason for the refusal of the Government to revise the agreement is that "certain minds in the Treasury are turning towards thoughts of nationalisation of the railways, and their action in limiting the railway companies' earnings, so that only the prior charges can receive dividends, naturally depresses the face value of all stock which is either receiving less than it is entitled to, or, alternatively, nothing at all." If the Government acquired the railways on the basis of purchasing prior charges at their current market value, and the junior stock at near its face value, it would indeed be making a good bargain. Mr. Scott Adie urges all stockholders to write to their Parliamentary representatives, asking them to use their influence to secure a revision of the agreement. That the second agreement was a hard bargain with the railways, and one which has proved highly remunerative to the Treasury, cannot be disputed. The feeling of L.N.E.R. junior stockholders, when they see net revenues being earned on their present scale and are prohibited from receiving any return, are understandable, but the very vehemence of the pamphlet to some extent mitigates against its effectiveness.

* Obtainable, price 3d., from the Secretary of the London & North Eastern Railway Stockholders' Association Limited, 108A, Cannon Street, London, E.C.4

The British Patent System

The report recently adopted by the Council of the Chartered Institute of Patent Agents discusses proposals put forward for changes in the British patent system. Under it invention has been encouraged and has grown at an ever increasing pace. The temporary proprietary right which the system recognises in the technical creations of the individual mind is not absolute and unqualified, as the invention must be fully disclosed and fairly and adequately worked without delay. Objections, prejudiced or not, to monopoly are the main reasons for criticism of the present system. Some critics consider that, if all patents were compulsorily licensed, the royalty proceeds would adequately encourage and finance research and inventive effort. They also believe that "licences of right" granted to all persons interested in the manufacture of a patented invention would lead to a freer exchange of ideas and a wider availability of products. In the opinion of the Institute, abuses by patentees of the rights conferred upon them are comprehensively checked by the existing law, which provides the remedy of compulsory licences, and even revocation of the patent in extreme cases. It recommends, however, the adoption of a new provision designed to ensure that monopoly rights held in Great Britain shall not be a hindrance to the full creation and satisfaction of the demand for a patented article in export markets. Under a system of "licences of right" the Institute believes that the practical development and commercial use of many inventions would be held back, and that the existing system, with its adequate safeguards, is the most practicable.

Overseas Railway Traffics

Stocks of British-owned Argentine railway companies have been generally inactive except for some interest still maintained in debenture issues. Notice of a further payment of interest on the 4 per cent. and 5 per cent. debenture stocks of the Buenos Ayres Western Railway is an encouragement, but the proposal for an extension of the moratorium comes as a warning that the financial position, notwithstanding traffic increases, is still far from satisfactory. In the 47th and 48th weeks of the financial year the Central Argentine has obtained an increase in gross receipts of £66,639, the Buenos Ayres & Pacific one of £58,260, and the Buenos Ayres Western one of £7,800. The Antofagasta has not been doing so well lately, as in the last two weeks it has registered a fall of £15,270 in gross receipts and its aggregate increase from January 1 to May 28 is only £15,500. Leopoldina traffics continue to be good and its aggregate gain to date is £276,975.

	No. of week	Weekly traffics £	Inc. or dec. £	Aggregate traffic £	Inc. or dec. £
Buenos Ayres & Pacific*	48th	117,000	+24,960	5,177,760	+391,080
Buenos Ayres Great Southern*	48th	148,980	+240	8,433,360	+708,540
Buenos Ayres Western*	48th	51,720	+2,940	2,691,900	+97,350
Central Argentine*	48th	151,140	+27,480	7,302,810	+1,007,142
Canadian Pacific	21st	1,221,200	+101,200	23,725,200	+3,065,800

* Pesos converted at 16½ to £

Aggregate net earnings of the Canadian Pacific Railway from January 1 to April 30, 1944, amounted to, £2,734,400.

Avoidable Train Congestion Factors

The Truman Committee of the United States Senate, which has been investigating the national defence problem in many aspects, has expressed its concern that even in the crowded state of American railway travel resulting from war conditions, in many instances Pullman space in the trains is not fully used. The Committee points out that many large corporations directly engaged in war production make a regular practice of reserving blocks of accommodation, and if this is not fully utilised, regard any loss so incurred as a relatively unimportant business expense. Government agencies are equally at fault in reserving Pullman space, much of it for unnecessary travelling which should be eliminated, in the committee's view, and when such space has been released, the release has often come too late for the accommodation to be made available for public sale. As a result, although in September, 1943 (to take a typical month), the percentage of Pullman occupancy to available accommodation was far above the peacetime level, even then it had not risen above 79.4 per cent., as compared with the general average of 90 per cent. on the commercial air lines.

A Dublin Railway Centenary

The Great Northern Railway (Ireland) was formed by the merging of four separate railway systems, three of which owned sections of the main-line between Dublin and Belfast, and therefore there is no clear-cut date which it might have selected for its centenary. Two events of importance occurred on May 24, 1844, namely, the opening of the section of line between Dublin and Drogheda, and also the laying of the foundation stone of Amiens Street Station, Dublin. These are the events on which the company has

decided to regard the present as its centenary year, and to mark the occasion it has published an admirable historical handbook entitled "The Great Northern Railway (Ireland): Past, Present, and Future," which has been written by Mr. Kevin Murray, the Editor of the *Dublin Historical Record*. It traces the history of the constituent companies, and of the various minor railways which have been absorbed during the past century; devotes a chapter to the locomotive; another one to the railcars that have been, and are, a prominent feature of its traffic operations; a further chapter to rolling stock; and another to the Dundalk Works. The title of the volume is justified by the inclusion of two further chapters, one of which deals with the present emergency, and the other refers to the future. There are folding plates of a map of the system, and of the various types of track used at different periods. A noteworthy feature is a 70-page pictorial section printed in photo brown ink on art paper, and containing reproductions of 82 photographs. We are hoping to review this book in greater detail at a later date, but meanwhile we congratulate the company on having achieved a century of useful service to Dublin, and in having marked the event by the production of such an informative and attractive volume.

Platform Level

Until comparatively recently, the platform at carriage-floor level was very little used in North America, excepting by rapid-transit urban electric railways, and passengers entered and left the main-line trains by steps at the ends of the vehicles—for compartment stock with individual doors is virtually unknown. Although this method of ingress and egress is still the custom at the vast majority of stations, where the platforms are little above rail level, it is becoming the practice at new important stations to adopt the English style of high platform. The first important station to do so was the Grand Central terminal in New York, where platforms at carriage-floor level, 4 ft. above the rail head, were installed when the present structure was erected; it was brought into use in part on June 5, 1910, and opened on February 2, 1913. The Pennsylvania Station in New York, built at the same period, was also equipped with high platforms, and in both cases it was found that more rapid train loading resulted. Since then, similar platforms have been used at various modern main stations on the North American continent, the latest of which is the new Montreal Central Station of the Canadian National Railways, opened last year, and which is the subject of an article on page 595.

Privileged Taxis at Railway Stations

The question as to whether important railway stations, and their private approach roads, should be made available for use by taxis, without limitation or charge, is one which has attracted considerable attention in past years, but was settled, so far as concerns the Metropolis, more than three decades ago when all entrance fees for empty cabs, and the limitation of access to privileged proprietors, were abolished. In some provincial places the practice has continued, especially where the railway companies feel that the granting of privilege, with concomitant obligations, to a particular proprietor, affords more reliable service to travellers than would result from the casual attendance at a station of those cabs which were not otherwise employed. In Manchester there has been a dispute during the past few weeks which has involved the boycott by the taxis of the railway stations. As we record in a news paragraph (page 607), the matter has now been settled, at any rate for the next six months, and probably for the duration of the war, by the agreement of the railway companies to waive their right to limit the numbers of taxis applying for hire on Manchester station approaches, and to forgo the fees they have hitherto charged for that privilege. The matter of resuming the charge of rent by the railway companies is to be given further consideration when the experimental period is over, as the boycott began through the desire of the taxi men to secure the free use of the station ranks.

The Signals Hear a Lecture on Oils

Every branch of engineering uses oil for a great variety of purposes and for these a large number of grades of oil has been developed as a result of an enormous amount of research by chemists and oil technologists. The use of the right kind of oil frequently is of critical importance and serious results sometimes have followed a failure to observe this precaution. Railway signal engineers have their own problems in this sphere and the illustrated lecture delivered before their Institution on May 24, 1944, by Mr. Walter Kay was of especial interest and is referred to on page 603. Signalling equipment has for the most part to work exposed to all conditions of weather, themselves highly variable, and is not in a position to be inspected at very frequent intervals. With mechanical signals

especially absolute freedom of movement is a first requisite and this must be obtained under the most adverse conditions, with snow and ice on the bearings and fittings. The lubrication of the various power mechanisms also presents its own problems. Parallel with this comes the efficient lighting of signals and handlamps; the latter being subject to waving and other rapid handling, raise additional problems. The war has forced signal engineers to use a lesser grade of oil for lamps, but it is interesting to learn that the disadvantage has been largely countered by some small alterations to the lamp casings, designed to give a different rate of air circulation. Signal lights can never have too much attention.

Railway Police Powers

IN view of the comments recently made by the Select Committee on National Expenditure as to the alarming increase in theft of goods upon the railways, it is not surprising that application is being made by the railways for increased powers to be granted to railway police. In connection with such thefts it should be borne in mind, of course, that persons other than railway employees are responsible for a large proportion of them and that road transport operators are also experiencing a very substantial increase in their losses by theft compared with pre-war.

Railway constables of the four main-line railway companies and the L.P.T.B. are appointed under the powers contained in the various companies' private Acts, but statutory powers of search and arrest exist only in the case of three railways. These special powers were obtained to enable the companies concerned to take more effective steps to check the theft of goods in transit, but there are differences in the extent of the powers on the three lines. Generally, the powers of search and arrest are exercisable only on railway companies' premises in a limited number of important places and their immediate vicinity. Further, in some cases the powers can be exercised in regard to all persons employed on railway premises, whether they are railway employees or not, while in others they are restricted to railway employees only.

War conditions, moreover, have caused traffic to be diverted to different routes and through depots and marshalling yards at which the powers of arrest and search are not operative. The restricted nature of the powers possessed by three companies and the absence of such powers in the case of the remaining company and the L.P.T.B. have greatly hindered police action in preventing thefts. We understand that application is, therefore, being made for an extension of the powers of search and arrest to cover all persons employed on railway premises, whether they are railway employees or not; that the powers should be applicable on and within one mile of railway premises in any part of the country; and that the powers to stop and search a vehicle should be extended in similar manner to the powers to stop and search a person.

Government Employment Policy and the Railways

THE recent issued White Paper on employment policy after the war, a summary of which is given elsewhere in this issue, has had an excellent reception in this country, although, as might perhaps be expected, it has not been without its critics elsewhere. Probably the frankness with which the Government has stated not only its aims but the difficulties which will be inherent in a policy of the kind postulated, has commended it. Accepting as one of its primary aims and responsibilities the maintenance of a high and stable level of employment, it has recognised that it is entering a field where theory can be applied to practical issues with certainty only as experience accumulates and experiment extends over hitherto untried ground. The whole of the measures which are put forward in the White Paper have never yet been systematically applied as part of the national economic policy of any Government, and the courage which has been necessary to depart so far from the orthodoxy of the past no doubt makes its own appeal.

Unlike other papers on post-war problems which the Government has presented, this is not primarily an outline of projected legislation. It is, perhaps, rather in the mode of the practice which has been adopted recently of putting forward a line of policy in reasonable detail, so that the public may become accustomed to an idea well in advance of the time for implementing

it. This, indeed, may be deduced from the fact that the foreword to the White Paper points out that employment cannot be created by an Act of Parliament or by Government action alone, and that although Government policy will be directed to achieving conditions favourable to a high level of employment and that legislation will be required to confer some necessary powers, the success of the policy outlined will depend ultimately on the understanding and support of the community as a whole.

The theoretical basis of the White Paper is simple and straightforward. It is that a country will not suffer from mass unemployment so long as the total demand for its goods and services is maintained at a high level. Because in Great Britain consideration has to be given to external, no less than internal demand, the Government is seeking to create conditions of international trade which will make it possible for all countries to pursue policies of full employment, and if, by these means, the necessary expansion of our external trade can be assured, the Government believes that widespread unemployment in this country can be prevented by a policy of maintaining total internal expenditure.

Obviously, there will be no problem of general unemployment in the years immediately after the end of the war in Europe. That will be a period of shortages bringing their own difficulties, but the risk of unemployment will be due largely to the dislocation involved in the change from war to peace, and the total manpower available will be insufficient to satisfy the total demand for goods and services. During that period it is planned to reduce any patches of unemployment by such steps as assisting firms to switch over to peacetime production as smoothly as possible and by planning the orderly expansions of peacetime productions. To secure stability in the general level of prices after the war, and to offset a natural tendency to overspending, with the danger of an inflationary boom, public support for a continued policy of rationing and some measure of price control is sought, together with the maintenance of the habit of saving.

All this, of course, pre-supposes the continuance of the considerable measure of Government control, which may not prove easily palatable in the post-war years, but is probably essential to orderly recovery from the effects of the war. This control will affect industry in a number of ways, such as by the steps to be taken to regulate the location of new factories, and so forth. In connection with its schemes for supervising the distribution of industry and to secure a balanced industrial development in areas which have been particularly vulnerable to unemployment, the Government intends to take such action as may be necessary to secure full development in these areas of the basic services on which industry depends, and to stimulate the modernisation of their capital equipment. This will involve improvement of communications, including docks and harbours, as well as roads and railways, the extension of power services, and the improvement of housing and other amenities and general public services.

The Paper deals in some detail with the means the Government has in mind for evening out the flow of capital public expenditure, and expresses the view that in the past the power of public expenditure, skillfully applied, to check the onset of a depression has been underestimated. It believes that resistance to pressing forward with public expenditure when incomes are falling and the outlook is unfavourable can be overcome if public opinion is brought to the view that periods of trade recession provide an opportunity to improve the permanent equipment of society by the provision of better housing, public buildings, means of communication, and so forth. This is a policy which Mr. J. H. Thomas, who was Minister of Employment in 1929-30, favoured, and which has been put into effect, to a limited extent, in the past in connection with the railways, which before the war undertook extremely large schemes of new works at the Government's request, with the object of stimulating employment. Altogether between 1924 and 1938 the railways undertook new works with this end in view amounting to about £130,000,000.

If, despite the efforts made, there should still be swings in the capital expenditure, with consequent fluctuations in the expenditure of persons engaged in the industries producing capital goods, the incomes of persons engaged in making consumption goods will also be lowered, and because these potential buyers in turn will reduce their rate of absorption of goods the influence will be rapidly transmitted throughout the whole range of industries. The Government puts forward a plan for varying the weekly contributions to be paid by employers and employees under the proposed new system of social insurance, so that the standard rate of contribution would be assessed in such a way that the rate levied will be higher when his unemployment is low than when it is high, and will thus augment substantially the purchasing power in the hands of workers.

It has also examined other devices for influencing the volume of consumption, such as the variation of rates of taxation, and the incorporation of some system of deferred credits as a perma-

nent feature of national taxation. It believes that deferred credits are preferable to any system of direct variation, and also puts forward rather tentatively the idea of raising by taxation Budget surpluses which could be treated as a credit repayable to taxpayers in bad times.

To put its policy into practice the Government intends to establish on a permanent basis a small central staff qualified to measure and analyse economic trends and submit appreciations of them to the Ministers concerned. It is recognised that, particularly during the early years of the scheme, it will be necessary for many of the Government's decisions to be carried out quickly and to be based on accurate diagnosis. To this end further statistical information will be required from industry, and special skill will be needed for its rapid assimilation and interpretation.

With the general basis of the programme put forward in the White Paper, there can be little dispute. In our March 10 issue we showed, for example, how the building of a single locomotive in this country stimulated spending employment and consumption in a very wide range of industries, and had a cumulative effect in the turnover of money far exceeding the original cost of the locomotive. Obviously, any measures which will assist to maintain employment and production in this country at a high level will have a favourable reaction on the earning power of the railways and may do much to obviate some of the grave problems which otherwise would have to be faced in the post-war years in adjusting the great increase in costs, which have occurred during hostilities, to a shrunken peacetime volume of traffic.

The Government believes that once the war has been won, we can make a fresh approach, with better chances of success than ever before, to the task of maintaining a high and stable level of employment without sacrificing the essential liberties of a free society. There is, perhaps, one striking omission in the White Paper; this is the fact that the greatest deterrent to enterprise and capital and private spending is lack of confidence. It was this, above all else, that gave the initial impetus to the depression between the wars. To engender full confidence in the future, industry and the public must be assured of freedom from socialistic experimentation. The great industries, whose co-operation is necessary if the Government plan is to be a success, would be both more willing and more able to co-operate if their confidence in their future were restored.

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Post-War Trade Policy

AT the present time, when so many bodies are making and publishing plans for post-war trade, there is a danger that in a welter of words the implications of some of the glibly-phrased schemes may be lost. In Parliamentary discussions, especially, perhaps, there is a tendency for the jargon of the economists to be used to a point at which the man in the street despairs of clear comprehension of the trend of events, and is inclined to lose interest until it is too late. Mr. F. A. Hayek, in an article in a recent issue of *The Sunday Times*, draws attention to this tendency, and suggests that it is high time that the public sat up and took notice. Especially, he feels, is this true when it comes to the discussion of "Bilateralism" against "Multilateralism." The former is the external equivalent of Government direction of production in internal affairs, and means that direct barter between governments is to take the place of what we knew before the war as international trade.

To ensure that no more is to be bought in any country than that country buys from us, the Government is to be given complete power over import and export. Mr. Hayek points out that if the proposals were to be put into practice it could be done only by subjecting to bureaucratic control the quantity of every commodity imported, as well as its distribution between users. Similarly with exports; for as the proceeds of the sales to different countries would belong to different watertight compartments, and only the Government would know which currency was most urgently needed, it would have to tell manufacturers what to produce for export and where to sell it.

It is clear that these controls could not be confined to commodities entering into international trade, for production for the home market would have to be so controlled as to leave over a maximum of the things which can be sold easily abroad. In a country such as Great Britain, whose industries must always remain so much interwoven with world trade, control of all these points of contact with the outside world would mean control of the whole industry. The adoption of "Bilateralism" inevitably would mean the permanent retention of exchange control, and this is possible only if the Government had power

to enquire into private affairs and particularly if it exercises a comprehensive postal censorship. The maze of exchange regulations has everywhere become such that it is impossible to be certain that one does not break the law on some point, and the state is soon reached at which almost anybody who has anything to do with international trade can at any time be criminally prosecuted for some technical offence.

Moreover, it is among the best friends of this country that the new propensities for economic nationalism cause the greatest apprehension. In the case of the United States, Mr. Hayek believes that the adoption of "Bilateralism" would mean little less than a declaration of economic war. Smaller countries would resent being made more dependent on the large states, and it is unlikely that it would appeal greatly to the Dominions, and, as he pointed out in *The Sunday Times*, it is altogether too much like the methods adopted by Dr. Schacht in his efforts to assist German trade between the wars.

In striking contrast to "Bilateralism" is the policy advocated by a report which has been compiled by a sub-committee of the British National Committee of the International Chambers of Commerce. This is based on the conviction that private enterprise provides the vital and adaptable basis needed for an expanding and prosperous world society. It advocates a wide measure of freedom for private enterprise, with its corollary, the restoration of the world market whose dislocation contributed so much to the confusion of the inter-war period. It is convinced that there could be no greater contribution to the promotion of world trade than the mutual lowering of tariff barriers to trade between the Governments of the British Empire and the United States.

The committee urges that to excite individual enterprise, the responsibility of economic decision should be decentralised; independent undertakings and persons should bear the consequences of their own decisions; and private individuals should have the opportunity to exercise their skill, ingenuity, foresight, and willingness to take risks and to reap advantage by the successful exercise of these qualities, or to pay the penalty for failure. To survive, private enterprise should be enterprising, and public policy, so far as is relevant, should be directed to this end. It has been amply demonstrated by war experience that there is great scope for increased efficiency on the part of both management and labour, and it believes that no amount of public planning can replace vigour and initiative on the part of owners and managers of businesses.

Dealing with post-war export policy the report reaches the conclusion that the broad line to be followed for United Kingdom exports after the war "should not be the self-defeating one of trying to enlarge the United Kingdom's share of world trade by the use of political weapons," but by the maximum expansion of world trade and of the opening of the world's markets to the competition of United Kingdom goods on their merits.

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Problems in Running Braked and Unbraked Trains

AN indirect acknowledgment of the extreme difficulties imposed on railways by the lack of continuous brakes on freight trains (referred to in a letter on p. 589) was provided during the presentation of a useful and informative paper on "Brake Equipment and Braking Tests of Southern Railway C.C. Locomotive," by Mr. L. Lynes, M.I.Loco.E., and Mr. A. W. Simmons, A.I.Loco.E., at a meeting of the Institution of Locomotive Engineers in London on May 31. In this first account of the highly specialised equipment that was developed by the Westinghouse Brake & Signal Co. Ltd. to provide a complete braking installation capable of dealing with every kind of service demand—on a locomotive intended, it should be noted, to operate every kind of traffic from express vacuum-fitted trains to unbraked, loose-coupled goods vehicles—no attempt was made to gloss over the fact that the resulting system was necessarily intricate. Further complications arose through the decision both to use a deadman's handle type of control (so as to make the locomotive suitable for operation by one man) and also to provide for possible emergency applications of the brakes by the passenger communication apparatus on the train.

The locomotive, on two six-wheeled bogies, weighs almost 100 tons, and is not provided with regenerative or rheostatic braking, so that it depends for its brakes entirely on the two Westinghouse systems ("straight-air" and automatic air brake) installed on it. The straight-air brake is intended for use when running light, when hauling unbraked trains, when shunting, and to act in combination with the vacuum brake on passenger stock. The automatic air brake is the reserve brake for appli-

cation by the deadman's handle, or in case the driver should find the straight-air brake non-effective.

It is generally known that the locomotive was intended to be for universal use over electrified sections, and was designed to haul express and slow passenger trains, unbraked and vacuum-braked freight trains, both close and loose coupled, and partially-braked freight trains, with equal facility. Another condition for which special allowance had to be made was the fact that the large amount of kinetic energy stored in the motor armatures causes them to act as flywheels, and a high braking force (about 85 per cent. at an air pressure of 60 lb. per sq. in.) must therefore be allowed to counteract this formidable store of energy. It is good to see the adoption of clasp brakes, as on Mr. Bulleid's "Merchant Navy" class, on all the wheels of this locomotive; this is an excellent feature which formerly flourished for a while on certain locomotives of the old North Eastern and London, Brighton & South Coast Railways, and should never have been allowed to drop out of use on the score of the greater "simplicity" of a single brake block. ("Simplicity" in such cases means leaving the locomotive structurally at the mercy of the fierce racking stresses due to brake applications, which could have been neutralised by the use of clasp brakes, and encouraging greatly increased wear in the axleboxes and guides.)

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

Continuous Brakes for Goods Trains

London, S.W. June 1

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In this country, the war effort, so vitally dependent on efficient railway operation, would have been very much helped if the existing difficulties of high-speed freight train running had been tackled before the war. Continuous brakes have been obligatory for passenger stock for nearly half a century; and as a result we can run trains so fitted at high speeds and stop them in any emergency with a full measure of confidence, and without injury to passengers or vehicles.

Until public opinion forces the companies to realise that they must, as a national obligation, deal similarly with the braking of goods trains, progressive improvements in passenger and freight services alike will be hindered, because of the excessive track occupation due to the low speed of the latter. Unbraked goods trains should now be considered as an utter anachronism, to be consigned, as soon as circumstances permit, to the limbo of oil lamps, foot warmers, and other tokens of the past.

Yours faithfully,

ENGINEER

"Collision on Norwich & Yarmouth Railway"

London & North Eastern Railway,

Stratford, E.15. May 24

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I was interested in reading the paragraph in the issue of *The Railway Gazette*, dated May 19, under the heading of "Collision on the Norwich & Yarmouth Railway." Although the accident happened well before my time, I quite agree that it must have created a great impression as in my early days it was often referred to.

Recently, whilst browsing through the Great Eastern Railway Company's reports, I came across the paragraph, of which I enclose a copy, in connection with the accounts for the half-year to December, 1874, from which you will note that the section of line had actually been widened and the Board of Trade had been notified ten days before the accident occurred that the line might be inspected preparatory to it being opened as a double line.

[Copy]

Extract from report of the directors to the twenty-fifth half-yearly meeting of the proprietors of the company, to be held at the City Terminus Hotel, Cannon Street, in the City of London, on Friday, January 29, 1875.

"It is with deep regret that the directors refer to the accident on the railway from Norwich to Yarmouth and Lowestoft, which occurred on September 10 last, resulting, eventually, in the loss of 26 lives, and injuries more or less severe to a great many other persons. The line on which the accident took place was a single line, and under the Act of last session power had been taken to widen the railway between Norwich and Brundall (a distance of about five miles) by laying down a second line of railway. The work had been in hand on the first section (including the place where the accident happened) for some months before September

The trials of the braking systems carried by the Southern Railway locomotive are full of interest and give much useful information on the working of one system on the locomotive and another on the train. Minor imperfections, for example, in the working of the passenger communication apparatus, were overcome by the skill and inexhaustible patience of all concerned, and the resulting equipment, though admittedly (and indeed inevitably) complicated can be considered as having reached a successful stage of development. Much care was expended in the training of crews to accustom themselves to the unfamiliar running conditions, which differed greatly from the running of a steam locomotive; and it can be said that, given adequate tuition, drivers will be able to use the braking equipment so that no undesirable shocks occur and no damage is suffered by the vehicles of unbraked or partially-braked freight trains.

Especial credit must be given to the successful use of the "tumbler shock instrument," an ingenious device to enable comparisons to be made readily of the degree of shock caused by various intensities of brake application. Since this instrument registers upward shocks as well as bunching shocks, it may perhaps find an extended sphere of usefulness, for example as part of the equipment that might be used for investigations into the riding of coaching stock.

last, and had so far advanced that the usual notice had been given on September 1 to the Board of Trade, that the line might be inspected preparatory to its being opened as a double line. The mode of working this line had been in operation since the first opening of the railway, about 30 years ago, and until the late casualty no accident had occurred. The Coroner's jury for the City of Norwich found two of the company's servants, and the Coroner's jury for the County of Norfolk one of them, guilty of manslaughter, and they will be tried at the forthcoming Spring Assizes at Norwich. The directors proceeded at once to settle the claims for compensation resulting from this serious collision, and those already paid or arranged are included in the accounts of the past half-year; negotiations are in progress in other cases, and the directors are endeavouring to settle in all cases where practicable without litigation."

Yours faithfully,

D. SAYER

Locomotive Accountant (Southern Area)

Train Cancellations

Petra, Belle-Vue Road,
Southbourne,

Bournemouth. June 1

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—You have no doubt read the leading article which appeared in *The Daily Mail* on May 24 headed "Missing the Train."

As to the inconvenience suffered by those of the travelling public making really necessary and important journeys, if it is a fact that long-distance passenger trains are cancelled at "a moment's notice" I think this should be avoided and a few hours' notice given to the public. The article seems to infer that passenger trains are discontinued in an arbitrary manner and questions whether there is always good reason for doing so and whether it is always necessary. Many people are apparently asking themselves whether the wholesale suspension of long-distance passenger trains is "really justified by operational requirements."

The writer of the article is evidently not fully informed on the subject and seems to miss the point, which is that trains are not necessarily suspended—at this stage at any rate—in deference to operational requirements. I do not know what he actually means by "operational requirements" but the public would get the impression that trains are cancelled at a moment's notice to make way for troop movements or trainloads of highly-important Government or other traffic. I do not accept this as the real reason.

I think the reason is that the railways cannot always find the engine power at the right time and place to meet military and Government demands and have perforce to take the extreme course of cancelling heavily-loaded passenger trains in order to do so. If I am correct, then I think the railway companies should not allow a mistaken idea to get abroad as to the real reasons for train cancellations, and should take steps to remove from the public mind any idea that the drastic steps forced upon them are dictated by any spirit other than that of sheer necessity.

Yours faithfully,

TREVOR ROBERTS

The Scrap Heap

A record for the Catering Department of the South African Railways was achieved recently when 677 full-course meals were served in one dining car during a single day.

Mr. William V. Cook, of Sandilands Road, Fulham, a plasterer in the London Transport service, has a picture in this year's Royal Academy exhibition. Mr. Cook has been sending in his paintings since 1936 and his efforts were first rewarded in 1941 when two of these were accepted, but not hung.

PAYS 46-YEAR-OLD FARE

A Cork man now living in London has sent the Great Southern Railway Company in Eire a postal order for five shillings "as conscience money due for four journeys when a boy of 13 years about 1898."—From the "Belfast News-Letter."

"FLYING SCOTSMAN" JOINS THE NAVY

The Spitfire Flying Scotsman which, together with a sister aircraft West Riding was subscribed for in 1940 by all grades of L.N.E.R. staff, has been converted to a Seafire and is now being used for training Fleet Air Arm pilots. Both aircraft were named after famous L.N.E.R. expresses.

WHAT THEY'RE SAYING ABOUT RAILROADS

"Ever since the war began, the railroads have done, and are still doing, an unbelievably good job of transportation. Our military successes have not outshone our railroad successes, and I am not speaking lightly. Nothing this nation has done so far in the war exceeds the performance of the railroads."—Hon. J. Monroe Johnson, Interstate Commerce Commission, Station KXOX, St. Louis, Mo., October 15, 1942.



It's quicker by goods

The Long Island Railroad owns more passenger coaches than any United States railway, runs 755 trains daily, and uses each coach on an average of almost four trips a day.—From the "Railroad Magazine."

VICTORY PRESSURE

Before us lies a Press hand-out which starts with the words, "20,000 British railway locomotives are working at full pressure for victory." It gives one, as the saying is, to think. How do the rest of us size up when we compare ourselves with those patriotic railway engines? Can we honestly say that we are working at full pressure for victory? The suggestion that a locomotive is not insensitive to the mood of the times need not occasion tremendous surprise. There are people who believe that railway engines, dumb creatures though they are, possess a certain sensibility which may, in certain cases, emerge into a definite personality. There used to be a story that a beautiful

girl haunted Kings Cross Station night after night when the Scotch express was due to leave. From the tender look in her eyes onlookers thought that she was consumed with a hopeless and unrequited passion for the engine-driver. But bolder spirits who looked closer saw that she directed her adoration towards the locomotive. One evening she placed a small bouquet on the space between the two lamps and then, after a long and soulful look at the fuming monster, hurriedly left the station, nor was she seen again. So, according to old-timers, runs the story. And they add that that very night the Scotch express beat all records in its run to Edinburgh.—From the "Scotsman."

FIRST AID FOR G.W.R. PASSENGERS

Since the war began nearly 10,000 civilian casualties and 5,338 forces casualties have received first-aid treatment at the G.W.R. Paddington casualty clearing stations; among these have been members of Nazi U-boat crews. In addition, G.W.R. first aid personnel, all of whom have been recruited from the clerical and uniformed staffs, have assisted 1,102 passenger stretcher cases and 1,433 invalid-chair cases in entraining and detraining at Paddington Station since this service was introduced two-and-a-half years ago.

TAILPIECE

(The White Paper on employment policy has been published)

The Government says that employment must stay

Near the optimum figure it stands at to-day.

The day may be near or the day may be far,

But that is the target for after the war.

The Government says that the thing must be planned,

For the need is a greener and pleasanter land,

Our exports must rise and our output not fall,

And the railways of England are part of it all.

The Government says work for all is the aim,

A laudable project that all must acclaim. The railways will share in that bountiful day,

For a country at work means that railways will pay.

E. C.

The Great Ship Company Limited
Capital £330,000
in 330,000 Shares of £1 each

REGISTERED THE 21st. OCTOBER 1858. **ONE SHARE**

This is to certify that the Person whose name is entered on the Register of Shareholders of the Great Ship Company, Limited, is the Proprietor of Share, No. **96685** in the Capital thereof.

Summ under the Common Seal of the said Company the 1st of March, 1859.

By order of the Directors, *[Signature]* Secretary.

H. H. This Share is transferrable only by Deed.

The Eastern Steam Navigation Company ruined itself in building, and launching with great difficulty, the steamship "Great Eastern," designed by Isambard Kingdom Brunel, and built at Millwall by Scott-Russell; she was begun on May 1, 1854. Launching was attempted on November 3, 1857, but not finally achieved until January 31, 1858, at a cost of £120,000, against Brunel's estimate of £14,000 as the cost of launching. After the vessel had lain unfinished for a year, a new company, called the Great Ship Co. Ltd., bought her for £160,000 and completed her in September, 1859; the total cost was about £1,000,000. We are indebted to Mr. P. Croom-Johnson (Chief Engineer, Civil, London Passenger Transport Board), for the loan from his collection of the interesting share certificate reproduced. Anxiety about the "Great Eastern" is said to have hastened Brunel's death, on September 15, 1859

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

SOUTH AFRICA

Post-War Plans

Further details are now available of the £30,000,000 post-war development programme of the South African Railways & Harbours referred to in *The Railway Gazette* of March 31. The works contemplated are designed to meet future needs in the light of developments in transport and town planning. The major proposals are outlined below.

Cape Western System

New passenger station, system offices, goods and coaching yard at Cape Town, £1,785,000; Belleville-Touws River electrification (including Stellenbosch loop), £2,428,000.

Cape Northern System

New station and remodelling of traffic yard at De Aar, £350,000.

Cape Midland System

Regrading and deviation on Port Elizabeth-Naauwpoort line, £1,000,000; new station, system offices, goods sheds and yards at Port Elizabeth, £1,066,000.

Cape Eastern System

New mechanical workshops at East London, £888,000; East London-Queenstown regrading and deviation of line, £2,106,000; Queenstown-Springfontein regrading and deviation of line, including deviation at Burghersdorp, £1,300,000.

Orange Free State System

Doubling of line Bloemfontein-Kroonstad, £1,360,000.

Natal System

New mechanical workshops, £2,490,000, and new marshalling yard and electric running sheds at Durban, £710,000; doubling of and improvements to Pietermaritzburg-Ladysmith line, £2,115,000.

Western Transvaal System

New goods depot at Prospect Township, Johannesburg, £1,557,000; Wattle-Volksrust deviation, £1,254,000; station improvements and new carriage yards at Johannesburg, £1,000,000.

Eastern Transvaal System

New mechanical workshops at Pretoria, £2,200,000.

UNITED STATES

Collision under Train Order Rules

The Interstate Commerce Commission has issued a report on the rear collision which occurred at Novice, Texas, on January 13, 1944, when an extra passenger train ran into the second portion of the California Special of the Gulf, Colorado & Santa Fe Railway (a subsidiary of the Atchison, Topeka & Santa Fe Railway). The ordinary train order and timetable rules were in force with a ten-minute time interval between following passenger trains.

The first train had stopped at Novice and its protection devolved on the trainmen under rule No. 99 of the Standard Code, by the terms of which a flagman, with detonators and fusee signals if necessary, must protect a train which "stops in circumstances in which it may be overtaken by another train." It is customary to throw off lighted fusees—a form of red flare firework—when a train is slowing down, and the flagman did this about 2,200 ft. from the point of collision; but there was a doubt whether this could have been seen, as it fell into snow 8 to 10 in. deep. Visibility was restricted also by snow falling.

In any case, the fusee was not seen by the approaching driver and the flagman

who attempted to go back when he saw the second train fell down; the collision occurred at something under 35 m.p.h. It appeared that, although the rules of the line required fusees able to burn for 10 min. the trains were provided with 5-min. fusees. The flagman had, however, some 10 min. fusees obtained elsewhere. The rules had a section covering the use of a block system, but this was not in force. The Interstate Commerce Commission recommended that block working be put into operation.

A Rock Island Route Improvement

An important scheme of line improvement is to be undertaken by the Chicago, Rock Island & Pacific Railroad, given approval by the Interstate Commerce Commission. This is for the construction of 20½ miles of line, in a series of independent sections, to eliminate excessive grades and curvature on a 25-mile stretch of the company's main line from Chicago and Rock Island to Kansas City, between Perlee and Eldon, Iowa.

Inter-Train Radio-Telephony

Successful experiments have been made for two years past, on the Belvidere branch of the Pennsylvania Railroad, with radio-telephony between pairs of trains and between trains and a fixed block station. The Union Train Communication System is used, and first came into operation in June, 1942, on the 50-mile stretch between Trenton and Phillipsburg. To date it has been installed on ten locomotives and ten vehicles; and one block station which has been in use from the beginning of the experiments, at Frenchtown, is being supplemented by a second.

On a train entering the equipped section of line, at each end, the apparatus is tested by the driver and guard in conversation with one another, and with the operator at Frenchtown. Over the section the telephone equipment on locomotives and vehicles is turned on continuously, and conversation is begun by means of a push-button on the control panel, which causes an audible signal to sound in loudspeakers of receiving sets at the stations and on other locomotives and vehicles within the radius of operation. The person calling then broadcasts the name of the station or the number of the locomotive, and whether driver or guard is being called, until a response is obtained and telephone conversation is established. This conversation is transmitted simultaneously through other receivers within the radius of operation, any one of which can break into the conversation by means of an appropriate call signal.

Between one train and another the limit of communication at present is about four miles, but messages from train to train throughout the whole of the territory equipped can be relayed through the operator at Frenchtown, and this arrangement prevents the overloading of the train telephones with an excessive amount of undesired conversation.

The system of communication has been found beneficial in many ways; the Frenchtown operator ascertains from drivers and guards exactly what is occurring in their train movements, and, by keeping the train dispatcher advised, makes it possible to plan all movements well ahead. In any emergency, all concerned can be advised instantly. There

are also great advantages in the communication possible between drivers and guards of long freight trains, in respect of starting, stopping, shunting, setting out and picking-up wagons, testing brakes, handling defective equipment, and of other means of improving operation and reducing delays. [Radio-telephony applied to trains formed the subject of an editorial note in our April 28 issue, and of a letter in our May 5 issue.—Ed. R.G.]

SWEDEN

State Railways Improvements Policy

The policy underlying the track renewals, bridge strengthening and other works referred to in a recent statement by Herr G. O. V. Dahlbeck, Chief of Administration, Swedish State Railways (see *The Railway Gazette* of December 10 last) as being under consideration is to make the principal routes throughout the State system suitable for speeds of up to 120 km.p.h. (75 m.p.h.). It will not prove possible to undertake any extensive works at stations for some time, but improvements calling for immediate attention are the enlargement of Stockholm Central Station; the reconstruction of the Norrström and Söderström Bridges; and the enlargement of Åstorp Station, the better to concentrate marshalling movements there. The grouping of working, at present spread over a considerable area in each case, at Helsingborg, Karlskrona and Malmö also is under consideration. The point and signal working equipment is to be renewed at Storvik, Krylbo, Kristinehamn, Ljusdal, Kil, Östersund, Gällivare and Laxå. Automatic signals are to be applied to the following sections: Norrköping-Mjölby, Tenhult-Bankeryd, Sävjö-Tranås, Arlöv - Teckomatorp, Partille-Alingsås, Malmö-Trelleborg and Änge-Bräcke. There are to be several electric power-signalling installations. Experiments with A.T.C. apparatus are being conducted at Tureberg and Rotebro.

Twelve new type "F" electric express locomotives (see *The Railway Gazette* of June 26, 1942, and of May 28, 1943) were obtained not long ago, as well as 17 electric goods locomotives of a new design known as type "M." Fourteen railcars are under construction and 56 more are to be obtained during the next three years. Herr Dahlbeck states that standardisation of goods wagons has been achieved, and that the present multiplicity of types will disappear; only four types will remain—a covered, an open, a refrigerator, and a charcoal wagon (with the exception of a few special vehicles); about kr. 7 million is to be spent yearly on this programme.

Nearly 470 passenger bogie coaches have been obtained since 1930, at a cost of kr. 62 million. During each of the next three years kr. 11 million is to be spent on about 200 more. Here again older types are to be eliminated. Additional sleeping cars are to be built; those of one type will have single-berth compartments, both first and second class. Road services are to be extended considerably; and, when the intended absorption of certain private railways is complete, the State Railways motor routes will cover 22,000 km. (13,670 miles). About kr. 18 million is to be spent on improving and extending the railway telephone system.

In connection with the acquisition of privately-owned railways, Herr Dahlbeck states that it is intended first to take over the well-paying concerns, and that new rates and fares, now being worked out, will be brought into force after the war.

The Government White Paper on Unemployment Policy*

Summary of proposals for maintaining a high and stable level of employment after the war

IN the foreword to the White Paper on unemployment policy, issued on May 26, the Government accepts as one of its primary aims and responsibilities the maintenance of a high and stable level of employment after the war. If the necessary expansion of our external trade can be assured, the Government believes that widespread unemployment in this country can be prevented by a policy for maintaining total internal expenditure. There will be no problem of general unemployment in the years immediately after the end of the war in Europe. In this transition period our problems, though less difficult, will be different. It will be a period of shortages. Though there will be risk of unemployment due to the dislocation involved in the gradual change from war to peace, the total man-power available will be insufficient to satisfy the total demand for goods and services. It is likely to be some time before the need arises to put into operation the long-term policy for averting mass unemployment.

Government policy will be directed to bringing about conditions favourable to the maintenance of a high level of employment; and some legislation will be required to confer powers which are needed for that purpose. But the success of the policy outlined will depend ultimately on the understanding and support of the community as a whole—and especially on the efforts of employers and workers in industry; for without a rising standard of industrial efficiency we cannot achieve a high level of employment combined with a rising standard of living.

In the immediate post-war era there will be a three-fold danger:—

- (a) that patches of unemployment may develop where the industrial system fails to adapt itself quickly enough to peacetime production;
- (b) that demand may outrun supply and create an inflationary rise in prices;
- (c) that civilian production, when it is resumed, may concentrate on the wrong things from the point of view of national needs.

Government action will be directed to forestall, so far as possible, each of these:—

- (a) by assisting firms to prepare to switch over their capacity to peacetime production as quickly as possible;
- (b) by finding out in advance where the skilled labour which will gradually become available for civilian work will be most urgently required;
- (c) by arranging, so far as war conditions permit, that labour and raw materials will be forthcoming for urgent civilian work and ensuring that the machinery of allocation devised in wartime will be adaptable to the special conditions likely to obtain after the war in Europe;
- (d) by arranging, so far as possible, that curtailments of munitions production shall take place in areas where the capacity and labour can be used for civilian products of high priority;

(e) by arranging that the disposal of surplus Government stocks shall not prejudice the re-establishment and develop-

ment of the normal trade channels for producing and distributing similar goods;

(f) by regulating the disposal of Government factories in such a way as to help the early restoration of employment.

The second danger will come when people relax from the discipline and strain of war, and look round for opportunities to spend the money they have saved and to make up for their years of self-denial. If there were then a scramble to buy, while there was still a shortage of goods, prices would rise. This would mean an inflationary boom—bringing with it the social injustice and economic disturbance which inevitably accompany inflation. If, therefore, we are to restore civilian production and to maintain employment we must enter the post-war period with a firm determination to keep stability in the general level of prices. This cannot be secured by the Government alone; there must be continued public support for the following policy:—

(a) Rationing and a measure of price control must be continued for some time. Increases in rations of manufactured goods will be regulated to correspond with increases in production.

(b) Price control cannot be effective unless it is accompanied by a stable general level of costs.

(c) The habit of saving must still be encouraged.

(d) The use of capital will have to be controlled to the extent necessary to regulate the flow and direction of investment. Heavy arrears of capital expenditure on buildings, plant and equipment have to be overtaken, and construction on new development must begin. Without control, therefore, there would be a scramble to borrow, leading to a steep rise in rates of interest. The Government is determined to avoid dear money for these urgent reconstruction needs.

The third danger is that production of unessential goods may interfere with the production of essentials. To direct the efforts of industry towards the right tasks in the right order, it will be necessary to establish certain broad priorities and to enforce them for a time by means of the issue of licences, the allocation of raw materials and some measure of control over labour and staff required.

The Government proposes to attack the problems of local unemployment in three ways:—

(a) By so influencing the location of new enterprises as to diversify the industrial composition of areas which are particularly vulnerable to unemployment.

(b) By removing obstacles to the transfer of workers from one area to another, and from one occupation to another.

(c) By providing training facilities to fit workers from declining industries for jobs in expanding industries.

Distribution of Industry

It will be an object of Government policy to secure a balanced industrial development in areas which have in the past been unduly dependent on industries specially vulnerable to unemployment. The Government will encourage the establishment of new enterprises in these

"development areas" by the following means:—

(a) *Location of new factories.*—In order that the Government may be fully informed of the course of industrial development, industrialists contemplating the establishment of new factories, or the transfer of a factory from one area to another, will be required to notify the Government before their plans reach an advanced stage. This will enable the Government to exercise a substantial influence over the location of new industrial development, as contemplated by the Barlow Report.

(b) *Munitions factories.*—Factories which are not likely to be required for the manufacture of munitions after the end of the war will be released as early as possible, and those owned by the Government will be leased or sold for civilian production.

(c) *New factory building.*—To the extent that existing factory buildings are insufficient to secure a proper balance of industry in the development areas, the Government will give priority to these areas in the grant of licences for the building of new factories and extensions of existing factories.

(d) *Factory premises for smaller firms.*—The Government will continue and extend the policy of erecting in development areas factories on individual or collective sites, for sale or lease, including factories which can be rented in sections.

(e) *Government contracts.*—Due regard will be paid to the needs of these areas in the placing of Government orders of all kinds.

(f) *Financial assistance.*—The Government will take steps to secure that enterprises which establish themselves in these areas in conformity with the Government's policy, and show good prospects of success on a commercial basis, shall have adequate facilities for obtaining short-term and long-term loans and, where necessary, share capital.

The Government will also take such action as may be necessary to secure the full development in these areas of the basic services on which industry depends and to stimulate the modernisation of their capital equipment, for example, the improvement of communications (including docks and harbours, as well as roads and railways), the extension of power services, and the improvement of housing and general public services.

No single department could conveniently undertake the responsibility for formulating and administering the policy for the distribution of industry. This is essentially a policy of the Government as a whole, and its application in practice will involve action by a number of different Departments, each of which will adapt its administration to conform with the general Government policy. The main responsibility will rest with the Board of Trade, the Ministry of Labour & National Service, the Ministry of Town & Country Planning, and the Scottish Office.

Distribution of Labour

In an expanding economy workers must be ready and able to move freely between one occupation and another. As the re-settlement of persons who have been uprooted by war service draws to a close, the Government proposes to continue training schemes as a permanent measure to assist necessary transfers from one industry or occupation to another. For jobs calling for no great amount of skill and requiring only a few weeks' instruction, employers should arrange to give the instruction in the course of em-

* "Unemployment Policy," Cmd. 6527, issued by H.M. Stationery Office, price 6d.

ployment. No matter how little skill is involved in a new job, proper instruction should be given for it.

If retraining schemes are to be a success there must be the fullest co-operation between employers and the trade unions. Where workers are transferred under approved schemes to a new area, they will be eligible for resettlement allowances to meet the costs involved in their removal and that of their dependants.

"Arresting" Slumps

The Government is prepared to accept in future the responsibility for taking action at the earliest possible stage to arrest a threatened slump. This involves a new approach and a new responsibility for the State. It was at one time believed that every trade depression would automatically bring its own corrective, as prices and wages would fall, the fall in prices would bring about an increase in demand, and employment would thus be restored. Experience has shown that under modern conditions this process of self-recovery, if effective at all, is likely to be extremely prolonged and to be accompanied by widespread distress, particularly in a complex industrial society.

The constituent parts of the total expenditure which the Government intends to maintain, in a country which could ignore the outside world, would be four:—

(a) *Private consumption expenditure*

Private expenditure on food, clothing, rent, amusements, etc.

(b) *Public expenditure on current services*

Expenditure by public authorities on education, medical services, national defence, etc.

(c) *Private investment expenditure*

Private capital expenditure on buildings, machinery and other durable equipment and on additions to goods in stock.

(d) *Public investment expenditure*

Capital expenditure on buildings, machinery, roads and other durable equipment by the central Government, local authorities or public utilities.

In a community linked with the outside world some expenditure (that upon imports) does not directly lead to employment at home, and some employment at home (labour engaged in making things for export) arises out of the expenditure of people in other countries. It is convenient to allow for these facts by adding a fifth item (which may be a minus quantity) to the list of the constituents of total expenditure, namely:—

(e) *The foreign balance*

The difference between exports (visible and invisible) and imports (visible and invisible).

Expenditure on private consumption is perhaps the element least liable to sudden and spontaneous variation. Public expenditure on current services, including national defence, will also be fairly constant as a rule, unless the Government decides to vary expenditure on some items to compensate for swings in other parts of total national expenditure. Public capital expenditure has in the past fluctuated considerably.

In the majority of highly-industrialised communities it is expenditure on private investment which is the most usual and most potent cause of instability in total expenditure, and consequently in employment. This country, because of the relative importance of its export trade, which before the war provided employment for about one and three-quarter

million persons, is also particularly subject to fluctuations in employment arising from fluctuations in international trade.

The most serious obstacles to the maintenance of total expenditure lie in these highly inconvenient facts:—

First, those elements in total expenditure which are likely to fluctuate most—private investment and the foreign balance—happen also to be the elements which are most difficult to control.

Secondly, an increase in one part of total expenditure can only within limits offset a decrease in another. For if, through a decline in private investment, the construction of new factories is discontinued and building labourers are thrown out of work, it may be useful to stimulate the purchase of clothing, but it would be idle to expect the building labourers to turn up the next day ready to handle sewing machines in the clothing factories. Again, if important British exports fell off sharply, it would be essential, at the earliest moment, to find alternative exports to fill the gap: an expansion of internal demand would not alone be an appropriate remedy and indeed, if it were applied too vigorously, might lead to inflation.

The guiding principles of the Government's policy in maintaining total expenditure will be as follows:—

(a) To avoid an unfavourable foreign balance, we must export much more than we did before the war.

(b) Everything possible must be done to limit dangerous swings in expenditure on private investment.

(c) Public investment, both in timing and in volume, must be carefully planned to offset unavoidable fluctuations in private investment.

(d) We must be ready to check and reverse the decline in expenditure on consumers' goods which normally follows as a secondary reaction to a falling off in private investment.

Stability of Prices and Wages

Action taken by the Government to maintain expenditure will be fruitless unless wages and prices are kept reasonably stable. This does not mean that every wage rate must remain fixed at a particular level. There must always be room for the adjustment of wages and conditions, e.g., on account of changes in the form, method or volume of production. Workers must examine their trade practices and customs to ensure that they do not constitute a serious impediment to an expansionist economy and so defeat the object of a full employment programme. Employers, too, must seek in larger output rather than higher prices the reward of enterprise and good management. In recent years there has been a growing tendency towards combines and towards agreements, both national and international, by which manufacturers have sought to control prices and output, to divide markets and to fix conditions of sale. Such agreements or combines do not necessarily operate against the public interest; but the power to do so is there.

Capital Expenditure

In ordinary times the volume of capital expenditure is influenced by movement in the rate of interest. If the cost of borrowing money is high, some projects which are not profitable at that rate will be held back. When it falls again, those projects will be brought forward and others will also be taken in hand. For some time after the end of the war it will be necessary to maintain a policy of cheap money. Thereafter, the possibility

of influencing capital expenditure by the variation of interest rates will be kept in view.

Monetary policy alone, however, will not be sufficient to defeat the inherent instability of capital expenditure. High interest rates are more effective in preventing excessive investment in periods of prosperity than are low interest rates in encouraging investment in periods of depression. The Government therefore proposes to supplement monetary policy by encouraging privately-owned enterprises to plan their own capital expenditure in conformity with a general stabilisation policy. The larger private enterprises may be willing to follow, in their own interests, the example set by the Government in the timing of public investment and to adjust their activities accordingly.

The procedure which the Government has in mind is as follows:—All local authorities will submit annually their programme of capital expenditure for the next five years. For the first of those years, at least, the plans will have been worked out in all details and will be ready for immediate operation; for the later years they will be increasingly tentative and provisional. These programmes will be assembled by an appropriate co-ordinating body under Ministers and will be adjusted, upward or downward, in the light of the latest information on the prospective employment situation. The Government is considering the lines on which this procedure can be applied to the programming of capital expenditure by public utility companies.

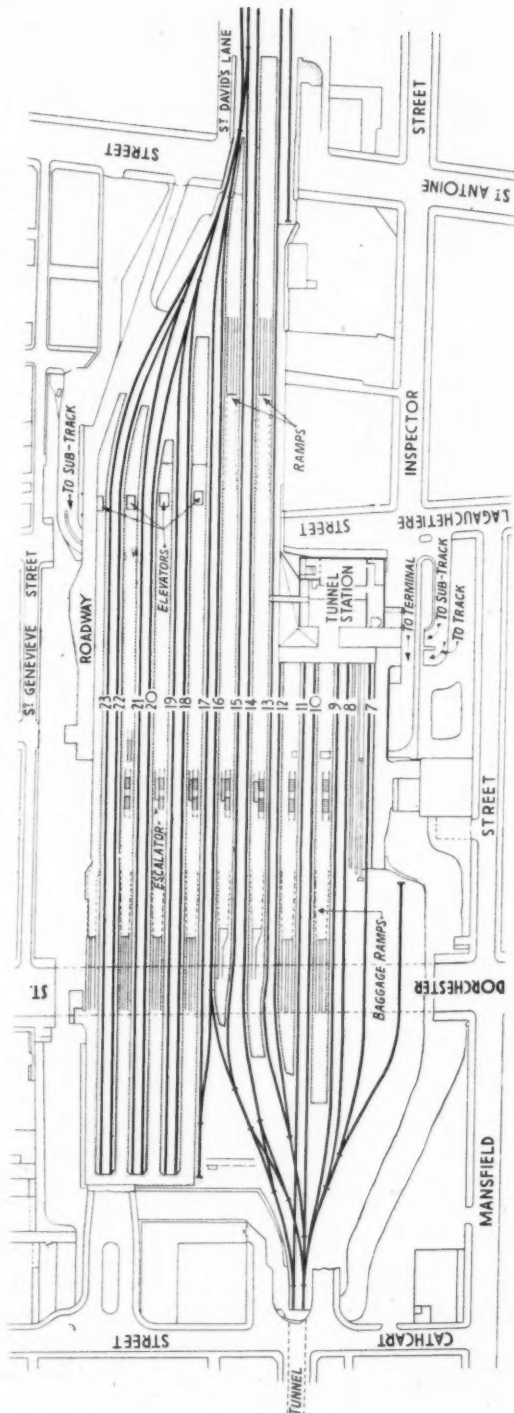
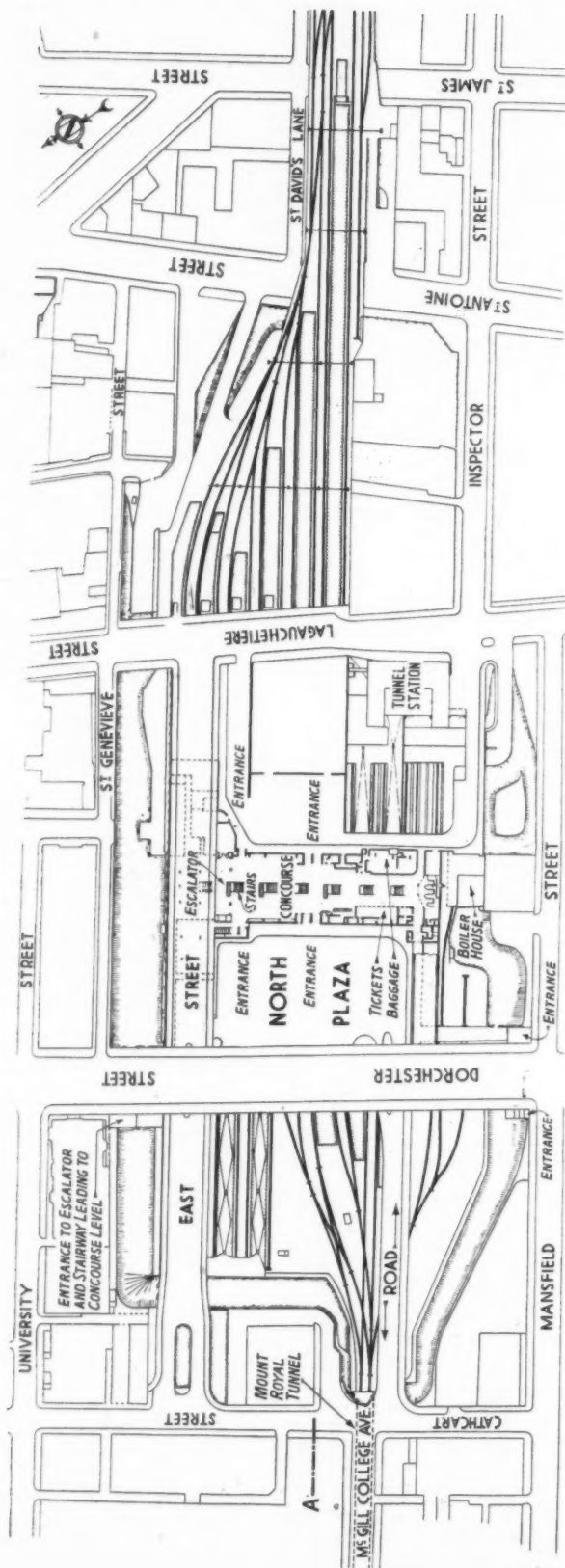
The Government believes that in the past the power of public expenditure, skilfully applied, to check the onset of a depression has been underestimated. The whole notion of pressing forward quickly with public expenditure when incomes were falling and the outlook was dark has encountered strong resistance from persons who are accustomed, with good reason, to conduct their private affairs according to the very opposite principle. Such resistance can, however, be overcome if public opinion is brought to the view that periods of trade recession provide an opportunity to improve the permanent equipment of society by the provision of better housing, public buildings, means of communication, power and water supplies, etc.

Consumption Expenditure

If there are still swings in capital expenditure, with consequent fluctuations in the expenditure of people engaged in the industries producing capital goods, such as the iron and steel industry, the incomes of persons engaged in making clothing, wireless sets and other goods for consumption will also be lowered. These persons in turn will reduce their rate of consumption of food and other goods and thus the influence of the original swing in investment will be rapidly transmitted throughout the whole range of industries.

The Government, after examining a number of methods, favours the adoption, when settled conditions return, of a scheme for varying, in sympathy with the state of employment, the weekly contribution to be paid by employers and employed under the proposed new system of social insurance. The standard rate of contribution would be assessed on the basis of a forecast of the average level of unemployment, in such a way as to keep the social insurance fund in balance over a number of years. The rate of contribution levied would exceed the standard rate when unemployment fell below the

(Continued on page 603)



Plans of the new Montreal Central Station of the Canadian National Railways, (above) at concourse level, (below) at platform level

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The New C.N.R. Station at Montreal—II

Details of the means of ingress and egress; the concourse; the restaurant; the platform level; and the mural decorations

BY reason of its location on the lower slopes of Mount Royal, the actual new Central Terminal Station has its platforms at the west end substantially below the level of the surrounding ground, whereas, at the east end they emerge on a viaduct. The station buildings are of three levels, namely, the sub-track level, the platform level, and the concourse level. In addition, there are two office floors above the station concourse.

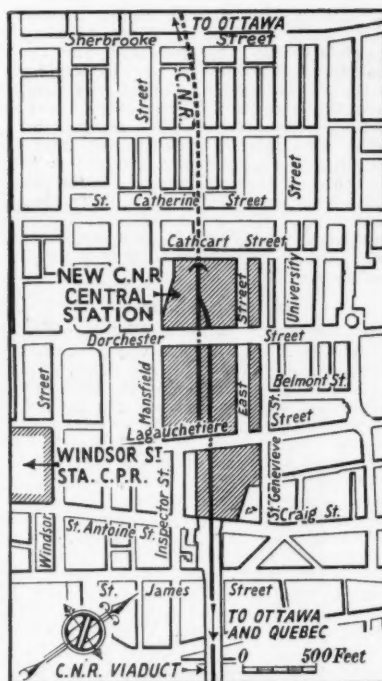
Entrances and Exits

The station is well provided with entrances and exit. For taxi cabs and cars there is one main entrance and one main exit. Vehicles carrying passengers to the station reach the concourse by driving down the ramped road off Cathcart Street almost due south of McGill College Avenue. This three-lane ramp descends to the North Plaza in front of the station, passing under Dorchester Street Bridge. The main taxi entrance is situated at the centre of the concourse. Returning, these taxis and cars make a circuit of the plaza from west to east and then proceed northward up the ramp to Cathcart Street and McGill College Avenue. Immediately north of the plaza, underneath Dorchester Street Bridge, there is a covered parking space. This, with other parking areas on the plaza, will accommodate 250 cars.

Passengers arriving at the station by train, who intend to proceed by taxi or car, leave the station by the main exit in the centre of the south side of the concourse. This opens upon a wide plaza with a spacious taxi parking area south of it. Taxis draw up to the station door,

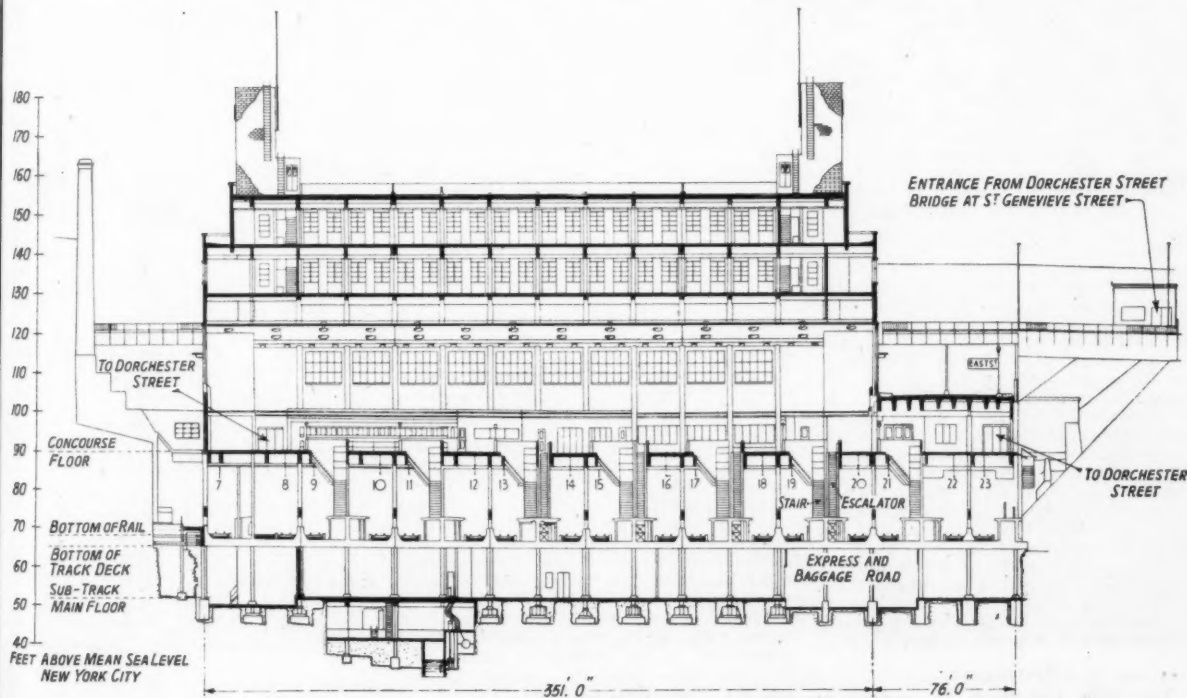
facing west and, on leaving, move west and south along the station roadway to LaGauchetière Street. Those proceeding north or east, may, if they wish, do so by swinging east on LaGauchetière Street, and north up the new East Street to Cathcart Street.

For pedestrians there are many ways in and out of the station. The main entrance from the north or St. Catherine Street is *via* McGill College Avenue to the south-west corner of Cathcart Street, whence a pavement parallels the taxi roadway. From a point under the Dorchester Street Bridge the passenger can enter the wide corridor, which joins the concourse at its western end beside the restaurant, or may continue by the pavement to the taxi entrance at the centre of the concourse. From this corridor a lift and stairway lead to the offices over the concourse. Another entrance from the north is *via* University, Cathcart, and (new) East Streets. At the north stair tower there is an entrance leading to a wide flight of stairs which reaches the east end of the concourse. This entrance in new East Street is also one of the entrances to the offices on the upper floors. Approaching from the west, at Dorchester Street level, there is an entrance at the south-west end of the Dorchester Street Bridge whence a covered stairway leads to the wide corridor mentioned in the approach from Cathcart Street. For ascending passengers an escalator is provided alongside the stair from the concourse level to Dorchester Street level. At the north-west corner of the Dorchester Street Bridge an open stairway descends to the concourse level. Those using



Street plan showing the location of the new C.P.R. Central Station in relation to the principal streets and the C.P.R. terminus

this stairway pass under the bridge, where they may enter the covered passage or take the pavement as described for the entrance from Cathcart Street. Approaching from the east, at the north-east corner of the bridge, adjoining the



Transverse sectional elevation through the new station buildings

St. James's Club, there is another covered stair and escalator. This stairway descends to the concourse level and the passenger can proceed by the east corridor to the waiting room end of the concourse. From the south, off Lagauchetiere Street, there are three combined entrances and exits. One reaches the concourse beside the drug store. Another entrance is in the centre of the concourse and is the one which incoming passengers use when they want taxis. The third is located at the south-west corner of the building and enters the concourse by a short passageway beside the restaurant.

Station Concourse

In accordance with North American practice, all the public passenger facilities are grouped around the concourse, and are thus kept entirely separate from the platforms, which, in the case of this station, are actually on a lower level. As may be seen from one of our illustrations, the concourse is an impressive hall, free of obstructions, with the ticket and other offices grouped round the walls, and a line of seven stairways leading to the platforms arranged along the middle. The concourse is 350 ft. long, 104 ft. wide, and 33 ft. high. Two clocks are suspended from the ceiling.

The parapets enclosing the stairs and escalators leading to the train platforms are spaced at 50-ft. intervals along the middle of the long diameter of the concourse. Of the seven stairways, four have escalators also, but war conditions delayed the completion of their installation, and we understand that they were not brought into service until sometime after the opening of the station. These escalators are reversible, so that they may cater for upward or downward movements, in accordance with the predominant flow of traffic.

The concourse lies approximately east-west. The west end is the business end, where are situated, on the north side, the ticket and sleeping car offices, the travel bureau, the information counter, the telegraph office, and the travelling passenger agent's office; on the south side are the hand-luggage and parcel checking counters, the transfer office, the news stand, and the public telephone room. At the extreme west end, across the width of the concourse, is the restaurant.

These facilities have been grouped at the west end in view of the fact that this is the end where are situated the suburban tracks leading to the north, and it is recognised that suburban passengers are moderate in their use of railway facilities, as their primary desire is to join the train by the shortest route. Thus, they need less congregating space in the concourse than the long-distance passengers. At the east end of the concourse are the general waiting room and other facilities which are likely to be used by passengers having more time on their hands. These include, on the north side, the women's waiting and retiring rooms, travellers' aid, the Army and Navy information bureau, the R.C.A.F. staff headquarters, and the Servicemen's room; on the south side are toilet facilities for men, the barber shop, the drug store, the soda bar, and the immigration rooms.

The general waiting room is an airy and well-lit room, open to the concourse. It has a low sound-resisting ceiling to deaden extraneous noises, and to permit of conversation in normal tones.

Restaurant

The main restaurant is arranged in conformity with popular demands for

rapid service. The main service is of the low horseshoe counter type with four separate bays. A feature of this counter is the provision of a shelf underneath, upon which handbags may be placed. There are also individual tables, which, together with the counter, provide accommodation for approximately 100 persons at a sitting. Immediately north of the restaurant are three private dining rooms, each 33 ft. long by 22 ft. wide, supplied from a service kitchen. These rooms are separated by folding partitions which can be rolled back to permit of the rooms being used as one, two, or three, as desired. The total space will accommodate at least 165 persons at a sitting.

The dining room and restaurant facilities are operated by the Dining Car Department of the Canadian National Railways.

Platform Level

The platform level is immediately below that of the concourse, and, as already mentioned, passengers reach the platforms by means of the seven stairways in the middle of the concourse floor. The platforms, which serve 14 regular train tracks, are 4 ft. high,—flush with the level of the passenger carriage vestibules (unlike general North American practice), so that no climbing up or down passenger carriage steps is necessary.

An important feature of these platforms is that they are reserved for passengers for the greater part of their length. All luggage, express, and mail, is moved to and from the train by ramps near the ends of the platforms. For some of the platforms at the south end of the station, elevators (lifts) are used instead of ramps.

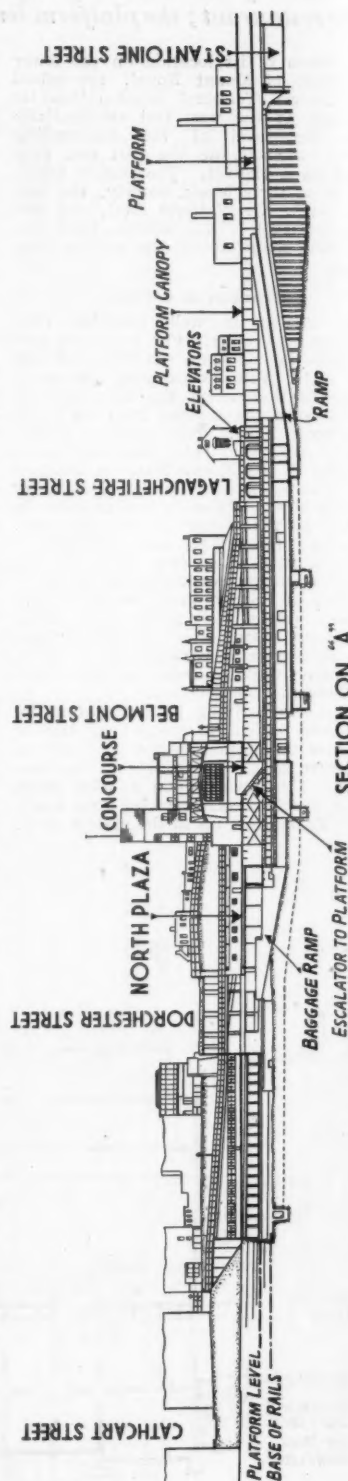
As may be seen from the plan, 10 tracks fan out from the 2 lines through Mount Royal Tunnel, of which 6 (numbered 7 to 12) are terminal platforms from the north, and 4 (numbered 13 to 16) are for through lines. The remaining 7 (numbered 17 to 23) are terminal platforms from the south. In addition to the 14 regular passenger train tracks previously mentioned, there are thus 3 others. One is reserved for express and mail; and the remaining pair are auxiliary lines which can be used for parking or for such other purposes as the accommodation of special trains.

The total of 14 passenger tracks is the largest of any station in Montreal, and compares with 11 at Windsor Street Station of the C.P.R., and 11 at the old Bonaventure Station. The passenger carriage capacity of the new station is 150 vehicles, against 81 at the old Bonaventure Station.

Mural Decorations

All the works in connection with the new station are characterised by simplicity and functional efficiency, with a conscious avoidance of exuberant ornaments. Sculptural work has been adopted, however, both inside and outside the building, as a result of close collaboration between architect and sculptor. There are carved stone panels on the outside walls, and large plaster mural decorations at the four corners of the concourse. The exterior panels may be seen in the general view of the new station from the Dorchester Street side, which we reproduce on page 597. Two of the large plaster mural decorations in the main concourse are shown in the concourse view on the same page; and the decorations in the north-east corner of the concourse form the subject of a separate illustration, page 598.

(To be continued)



Approximately west-east section through the station precincts, taken at "A" on the plan on page 594



General view of the new station from the Dorchester Street side. The north plaza (shown in the left foreground) is reached by motorcar ramps from the central shopping area of the city



Main concourse of the new station showing ticket barriers at the head of the stairs and escalators which link the concourse with the train platforms. An information counter, travel bureau, telegraph office, booking offices, customs office, etc., are arranged round the sides of the concourse



NEW C.N.R. STATION AT MONTREAL
(See page 595)

Left: Mural decorations in the north-east corner of the concourse

Right: Service kitchen for dining room



The north-west lift door, with typical ornamentation, and stairway



Stairway and escalator leading to the corner of Mansfield and Dorchester Streets

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RAILWAY NEWS SECTION

PERSONAL

THE KING'S BIRTHDAY HONOURS LIST
Mr. E. J. Missenden, General Manager of the Southern Railway, receives the honour of Knighthood in the King's Birthday Honours List.

A list of honours bestowed on recipients of railway and industrial interest will be given in our next week's issue.

Mr. Ashton Davies, who is a Vice-President of the L.M.S.R., has been elected to the Council of the London Chamber of Commerce.

Mr. R. G. Barefoot, who has retired from the position of District Goods Manager, Bristol, Great Western Rail-

way, entered the company's service in 1895 in the Chief Goods Manager's Office. After four years there, he was transferred for a short time to the Engineering Department. Subsequently he went to the General Manager's Office, where he served as Secretary to the General Manager (the late Sir James Inglis). Later he served in various capacities under the late Mr. Frank Potter and under Sir Felix Pole. Mr. Barefoot enlisted in H.M. Forces during the war of 1914-18, passed through the London University Officers Training Corps, and obtained a commission in the Royal Engineers. He went overseas with the Salonika forces, and attained the rank of Captain. After the armistice he was appointed Traffic Superintendent, and controlled 200 miles of railway in Bulgaria. On demobilisation he returned to G.W.R. service and was appointed Senior Representative to the Chief Goods Manager. In 1927 he became Goods Agent, Manchester, and in the next year District Traffic Manager, Manchester. He was appointed District Goods Manager, Bristol, in 1933.

Mr. E. H. Ball, Manager of the Transport Sales Department of the British Thomson-Houston Co. Ltd., has been elected a Director of the company.

Sir Felix J. C. Pole, Chairman of Associated Electrical Industries Limited, has been appointed a Director of Power Securities Corporation Limited, to fill the vacancy caused by the death of Mr. W. C. Lusk.

Mr. C. A. Humphries, who has been appointed Welfare Officer, Great Western Railway, entered the company's service in 1905 at Swindon, and for several years was employed in the Locomotive, Carriage & Wagon Accounts Section of the

South Ayrshire as a token of their esteem. Mr. Marshall also has received presentations on behalf of trading and shipping interests in North Ayrshire.

We regret to record the death on May 29 of Mr. K. P. Walker, District Goods & Dock Manager, Middlesbrough, L.N.E.R. Mr. Walker was educated at Dover College, and entered the service of the former N.E.R. in 1909. After serving in a number of posts he became Chief Clerk, Outdoor Section, General Superintendent's Office, York. From May, 1920, he was engaged on special work in the Staff Section of the General Manager's Office, and in December of that year was transferred to Sunderland as Acting Assistant to the District Superintendent. After returning for a short



Mr. R. G. Barefoot

District Goods Manager, Bristol,
Great Western Railway, 1933-44



Mr. C. A. Humphries

Appointed Welfare Officer,
Great Western Railway



The late Mr. K. P. Walker

District Goods & Dock Manager,
Middlesbrough L.N.E.R., 1940-44

Chief Mechanical Engineer's Department. He joined H.M. Forces in 1915, and after the armistice was appointed Acting Paymaster, under the Southern Command, by the War Office. He was retained for special duties until September, 1920, when he returned to the company's service. He was transferred to the General Manager's Office, Paddington, in 1926, and has been engaged since in the promotion of recreational, educational, and charitable organisations for the benefit of employees and their dependants under the auspices of the Great Western Railway Staff Association. Over a long period he has been largely responsible for the development of the "Helping Hand" Fund, and he is responsible for the organisation of the Comforts Fund for G.W.R. employees in the Forces. He is also Liaison Officer for the company with the National Savings Committee. Since the outbreak of war Mr. Humphries has conducted, on behalf of the Chief Staff & Establishment Officer, numerous special investigations connected with staff welfare.

Mr. R. Marshall, who retired on May 31 from the position of District Goods & Passenger Manager, Ayr, L.M.S.R., was presented recently with a cheque by traders and shippers of Kilmarnock and

period to the General Manager's Staff Section, he was made Assistant District Goods & Dock Manager, West Hartlepool, in 1922. In 1924 he became Dock Superintendent, Middlesbrough, and a year later was appointed Acting Assistant District Goods Manager, Hull. He was made Assistant District Goods Manager, Newcastle, in 1926, and in the next year became Acting District Goods & Dock Manager, West Hartlepool. Shortly afterwards he was transferred to York as Assistant to the Superintendent (Staff), North Eastern Area, and in 1934 became District Goods & Dock Manager, West Hartlepool. He was appointed to the similar position at Middlesbrough in 1940. On the creation of the National Dock Labour Corporation he became Chairman for the Teesside area, and he was also Chairman of the Teesside Port Emergency Committee. During the war of 1914-18 Mr. Walker served, as a Lieutenant, with the Docks Directorate under the Director-General of Transportation in France.

Mr. J. W. Wardlaw, General Superintendent of Transportation, Central Region, Canadian National Railways, who, as recorded in our April 7 issue, has been appointed Chief of Transportation for the system, commenced his rail-

way career on the former Grand Trunk Railway in 1902. After three years he transferred to the Central Vermont Railway (a subsidiary of Canadian National Railways), of which he eventually became General Manager. In 1929 he was appointed Superintendent of Passenger Service, Montreal, Canadian National Railways, and, in 1934, Superintendent of Freight Train Services. Mr. Wardlaw became General Superintendent of Transportation, Central Region, in 1936.

Mr. W. C. Owens, Assistant General Manager, Western Region, Canadian National Railways, who, as recorded in our April 7 issue, has been appointed General Manager, Western Region, commenced his railway career in 1904 with the former Canadian Northern Railway. After the establishment of the Canadian National Railways he held various positions before being appointed Superintendent of Freight Train Services, Montreal, in 1930. He later became General Superintendent for the Saskatchewan District, and afterwards for the Alberta District, and in 1939 was appointed General Superintendent of Transportation for the Western Region. Mr. Owens was made Assistant General Manager of that region in 1942.

INDIAN RAILWAY STAFF CHANGES

Mr. A. Saldanha has been appointed to officiate as Deputy Chief Engineer (Construction), G.I.P.R.

Mr. D. Scott-Scott, V.D., has been appointed to officiate as Deputy Chief Mechanical Engineer (Carriages & Wagons), G.I.P.R.

Mr. H. P. Hira has been appointed to officiate as Deputy Traffic Manager (Rates & Claims), G.I.P.R.

Mr. A. M. Sims, C.I.E., Chief Engineer, N.W.R., has been granted an extension of service for a period of five months from March 31, 1944, or for the duration of the war, whichever is the lesser.

Mr. G. C. Assheton-Smith has been appointed to officiate as Deputy General Manager (Rationing), N.W.R.

Mr. P. C. Khanna has been appointed to officiate as Deputy Chief Engineer, N.W.R.

Mr. W. A. Anderson has been confirmed permanently as Deputy Chief Engineer, N.W.R.

Mr. S. C. Chatterji, Chief Medical & Health Officer, N.W.R., has been permitted to retire from Government service, as from December 3 last.

Mr. F. W. Rose has been appointed to officiate as Divisional Superintendent, Quetta, N.W.R.

Mr. W. Miller has been appointed to officiate as Locomotive & Carriage Superintendent, O.T.R.

Mr. F. Barker has been appointed to officiate as Financial Adviser & Chief Accounts Officer, O.T.R.

Mr. J. Maclean has been appointed to officiate as Traffic Manager, O.T.R.

Mr. J. W. Thomas, B.Sc., LL.B., M.I.E.E., has been appointed Secretary of the British Engineers' Association, in succession to Mr. H. E. Jones, whose services continue to be available to the Association.

The Crown Agents for the Colonies have made the following first class appointments:—

Mr. M. M. H. Inglis to be Assistant Engineer, Sierra Leone Government Railways.

Señor Amalio Hidalgo y Fernandez Cano has been appointed Director-General of the Department of Railways, Tramways & Road Transport in the Spanish Ministry of Public Works.

Mr. F. V. Thompson (formerly Secretary of Imperial Smelting Corporation Limited) has been appointed Secretary, and Mr. R. Macmillan has been appointed Chief Accountant, of British Insulated Cables Limited.

The late Lt.-Colonel G. W. Parkinson, who was Chairman of Sir Lindsay Parkinson & Co. Ltd., left £202,023.

Mr. Harry Moore, M.C., lately of the Chief Cashier's Office, Headquarters, Watford, L.M.S.R., has been made a Serving Brother of the Order of St. John of Jerusalem, in recognition of his work

as Instructor to the Euston Clerical Ambulance Class.

Mr. W. S. Graff-Baker, Chief Mechanical Engineer (Railways), London Passenger Transport Board, has succeeded Mr. O. V. Bulleid, Chief Mechanical Engineer, Southern Railway, as President of the Institution of Locomotive Engineers.

The L.N.E.R. announces that Mr. R. E. Lawler, Assistant District Goods & Passenger Manager, Ipswich, who has been engaged recently on special duties, has been appointed Acting District Goods & Passenger Manager, Ipswich.

We regret to record the death on May 28 of Mr. Walter Summers, a Director of John Summers & Sons Ltd.

Mr. G. S. Harvie Watt, M.P., has been appointed a Director of Consolidated Gold Fields of South Africa Limited and of New Consolidated Gold Fields Limited. He is a Director of the Great Western Railway Company.

LUNCHEON TO MR. F. H. GROSVENOR

In the list of those attending the luncheon to Mr. F. H. Grosvenor on p. 581 of our June 2 issue, Mr. J. Motley should have read Mr. F. W. Mottley, Acting European Manager, C.P.R., and Mr. G. Rowlandson should have read Mr. A. L. Rawlinson, European Passenger Manager, C.P.R.

The following members of the staff of the Rhodesia Railways were appointed recently Members of the Order of the British Empire:—

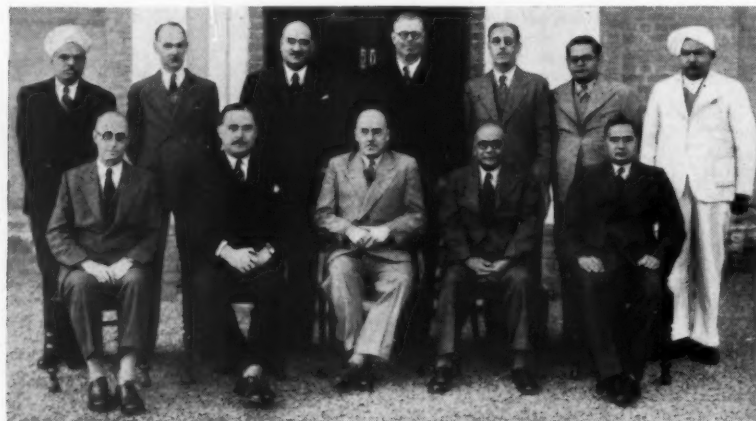
Mr. A. Bain, Stores Superintendent. For social services at Umtali.

Mr. F. W. Austin, Clerk, General Manager's Office; Centre Secretary, Rhodesia Railways Centre, St. John Ambulance Association.

L.M.S.R. APPOINTMENTS

Mr. W. B. Shelton, Acting District Controller, Willesden, has been appointed District Goods & Passenger Manager, Barrow, in place of Mr. R. Hunter, who goes to Sheffield to succeed Mr. C. Jones, who is retiring.

Mr. H. O. Guest, Chief Board & Committee Clerk, has been appointed Chief Clerk, Secretary's Office, L.N.E.R., in succession to Mr. A. R. Lamb, who retired on June 1. Mr. Guest joined the service of the North Eastern Railway as a learner clerk at Micklefield Station in April, 1903; later in the same year he was appointed a junior clerk in the Secretary's Office, North Eastern Railway, at York, and for some years before the amalgamation in 1923 was a Committee Clerk in that office, and also Personal Clerk to the Secretary. Mr. Guest was transferred to London to the staff of the Secretary's Office, L.N.E.R., in 1923, in which office he has since served in various capacities. Mr. Lamb joined the Manchester, Sheffield & Lincolnshire Railway (which became the Great Central Railway in 1897) as a junior clerk in the Secretary's Office, Manchester, in January, 1893. On the transfer of the Department to London in 1905, he was appointed Meetings Clerk, and in 1920 succeeded to the post of Chief Clerk. At the amalgamation he was appointed Chief Clerk, Board & Committees Section of the Secretary's Office, L.N.E.R., and in April, 1925, he became Chief Clerk, Secretary's Office, from which position he has now retired.



A group of members of the Engineering Section of the Indian Railway Conference Association taken at New Delhi last February. Those sitting are (left to right) Messrs. A. M. Sims (N.W.R.); C. G. Sturt (O.T.R.); W. R. Maunder, Chairman (B.B.C.I.R.); Rai Bahadur N. K. Mitra (E.I.R.); and Mr. Jetha Nand, Secretary. Standing (left to right) are Messrs. M. Ramaiya (Mysore State Railway); C. G. Graham (G.I.P.R.); B. Singh (Mewar State Railway); W. H. C. Kelland (B.N.R.); C. Gregory Jones (Jodhpur Railway); D. T. Sampat (Gondal Railway); and C. H. Kothari (Bhavnagar State Railway)

TRANSPORT SERVICES AND THE WAR—245

Ulster Summer Timetables

The new timetable of the Belfast & County Down Railway came into operation on Sunday, May 28; and that of the L.M.S.R. Northern Counties Committee on Monday, June 5.

Parcels for Prisoners

During the last week in May the L.M.S.R. carried 75,000 bags of Prisoners-of-War Parcels to the port for shipment. The movement required 12 special trains comprising 265 vans.

"D" Type London Utility Buses

London is to have 61 more utility buses, of which five are already in service on route 152 (Hampton Court to Mitcham). Their general appearance is the same as the Guy standard buses, which have been operating on London routes since July, 1943, and are known as the "G" type, but the new buses differ in some respects. The bodies are of Duple or Brush construction, the chassis are Daimler (hence they are called "D" type), and the engines A.E.C. As with previous utility buses, wooden-slatted seats are used.

Concession Journeys Reduced

The Admiralty, the War Office, and the Air Ministry have announced that, because of the continuing pressure on the railways and the need for a progressive reduction in passenger services, the Government has limited from June 1 the numbers of railway journeys at concession fares that may be taken by the wives of Service (including Dominion, Colonial, and Allied) personnel. The permissible numbers of journeys (single or return) are as follow:—

For holders of Army allowance books—2 journeys to September 3;
Navy—3 journeys to September 30;
R.A.F.—3 journeys to September 21.

In each case 4 journeys for every subsequent period of 6 months are to be allowed.

G.W.R. Canteen for Troops

A day-and-night stream of troops uses the Paddington Station Staff Canteen, which has catered for 12,000,000 since the outbreak of war. During 1943 alone, 1,825,000 meals and 1,675,000 hot drinks were served. The canteen, which is managed entirely by the G.W.R. uniformed staff, began in 1939 with a small dining club and a kitchen contingent of two.

Today it has a full-time staff of 48, and is housed in premises fitted with modern catering plant. The larger holds a month's supply for an average service of 25,000 meals a week.

Closing Paris Metro Stations

It is reported that on May 15 no fewer than 38 further stations on the Paris underground railway system were closed, and that three lines now have no service. Presumably this is a consequence of the drastic restrictions in the use of electricity which came into force a week earlier. On many occasions during the past four years a series of Metro stations has been closed, but re-opened subsequently when the electricity supply situation improved.

German Sleeping Car Travel

An official German publication has recorded that the availability of sleeping cars in Germany has been severely restricted; tickets for first- and second-class berths are now issued only to travellers who can produce authority that the intended use of the sleeping car is connected with a journey vital to the war. The unrestricted sale of berth tickets from 3 p.m. of the day on which a sleeping car service was to operate, was abolished from October 18 last. Sleeping car conductors are permitted to allot berths only to persons producing the confirmation referred to, or to seriously disabled members of the Forces who have a priority certificate for the use of sleeping cars, but not to travellers who produce a confirmation under their own responsibility.

Austria and A.R.P.

Air Raid Precaution measures have been expedited recently in Vienna. Previously, there was an evacuation movement, and January 15 last was announced as the final date by which all persons in Vienna who could be spared from the war effort were required to move out to accommodation they had previously reserved with friends and relatives in the country. Large numbers of school children have been evacuated, both as schools and also as individuals, within the framework of the Child Evacuation Scheme; many went to Hungary.

In Innsbruck, until recently, the A.R.P. arrangements appear to have been rather haphazard, and it is only since the begin-

ning of this year that the inhabitants have been digging emergency A.R.P. trenches. Previously, they have taken shelter in the Bergisel railway tunnel, but this was closed to the public at the beginning of this year, to keep it free for military purposes.

Motoring Resumed in Spain

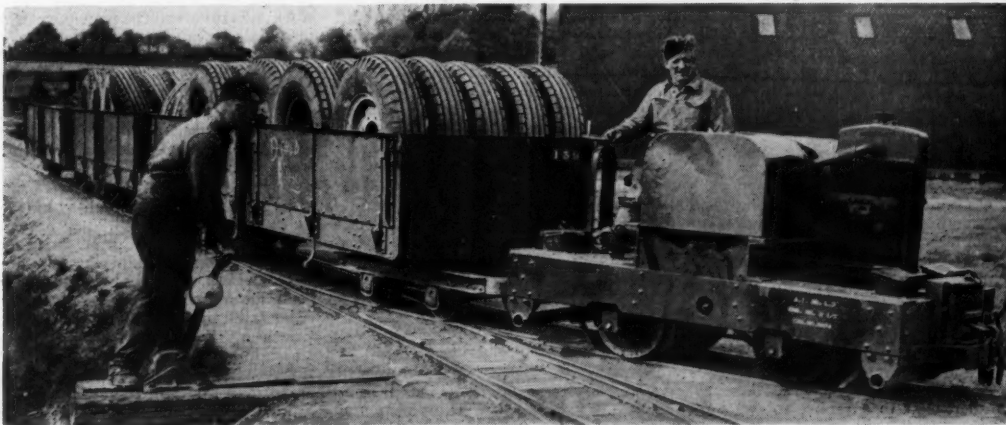
Tourist and private motorcar traffic in Spain, banned since April 1, 1944, is resumed on June 1. Private motoring remains forbidden on Sundays and Mondays. This relaxation is a result of the Allied agreement permitting the import of petrol.

German Flour Zoning

The German flour mill scheme, which became operative from January 1, 1944, is closely connected with endeavours made by the Reichsbahn to effect the greatest saving in transport by such measures as fixing maximum distances and eliminating cross-traffic. In principle, the supply of cereals to the flour mills and the supply of mill products to selling centres is permitted only within the borders of the individual supply regions established by the Associations for Cereal Control, but, as some of these regions are not self-contained areas, transport of the commodities concerned is allowed, in certain cases, to extend beyond the borders of the areas. Three zones have been established for flour sales, and transport, either by rail or by road, has to conform to this organisation. The first zone is the region belonging to each individual Association for Cereal Control; the second concerns supplies to regions of adjoining Associations for Cereal Control, up to distances of 25 km. (about 15½ miles) from the mill concerned; and the third comprises areas located beyond this maximum distance. For supplies of mill products to regions other than that on which the mill concerned depends, except for distances of below 25 km., special authorisations have to be obtained from the proper Association of Cereal Control.

Wagon Loadings in India

In December, 1943, the wagon loadings of the Indian railways decreased by 1.43 per cent. on the broad-gauge lines, but increased by 2.87 per cent. on the metre-gauge lines, compared with December, 1942. For the nine months from the beginning of April to the end of December, 1943, the wagon loadings were higher by 0.41 per cent. on the broad-gauge lines,



Moving supplies at an R.A.O.C. depot in the Midlands on portable narrow-gauge track which can be laid in a few hours. Similar railways are to be used by the R.A.O.C. at the Ordnance depots planned for establishment in Europe in connection with the Western Front invasion which began in the early hours of June 6.

and by 8-90 per cent. on the metre-gauge lines, than in the corresponding period a year earlier.

Making U.S.A. Travel Less Attractive

Adverse comment has been made by the Truman Committee of the United States Senate, which has been investigating travel problems which bear on national defence, on the fact that hitherto officers in the armed forces have been allowed 8 cents a mile to cover all travelling expenses, railway ticket included. But by a War Department circular issued in February last this has been altered to a flat rate of \$7 a day for living expenses, *plus* the actual amount of transport costs, a change which, the report states, "should have a

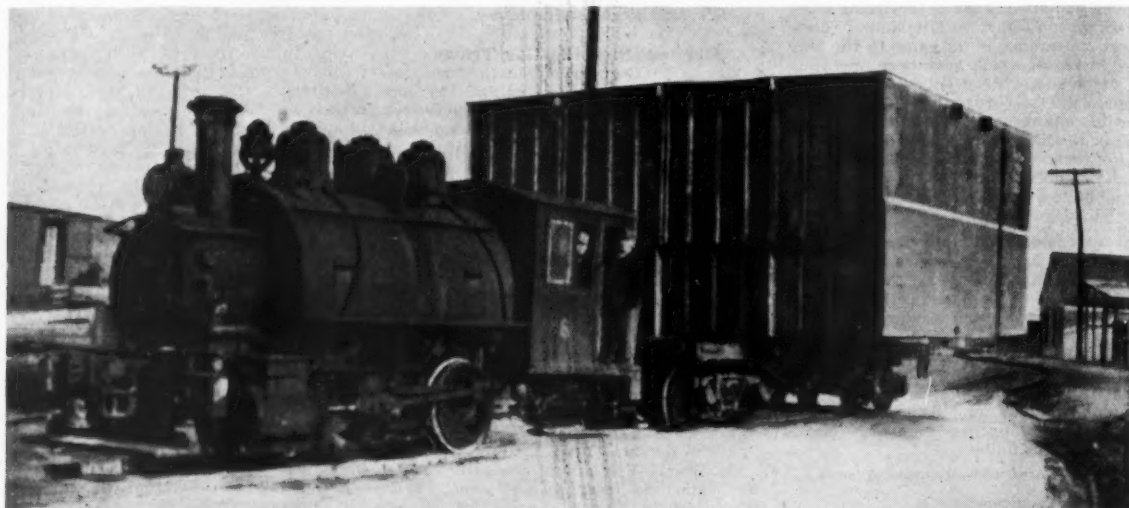
commuters' train services are being run at a considerable loss by the railways concerned. He considers that the I.C.C. should find that a 20 per cent. increase would not put Chicago commutation fares above reasonable price levels. No further I.C.C. order is necessary, as discontinuance of the enquiry would automatically annul the revocation of the original Order, and put the increase into force.

Northern Alberta Railways in War

Although world-wide publicity has been given to the construction of the Alaska Highway, it has been far less well publicised that the work owes much of its rapid and successful completion to the efficient rail services provided between Edmonton and

three times weekly. The present daily train leaves Edmonton at 5.30 p.m. and Dawson Creek at 6.30 a.m. The journey takes about 24 hours. Edmonton uses Mountain Time, but the line passes at McLennan into the Pacific Time zone, which applies thence to the railhead at Dawson Creek. The trains include dining and sleeping cars. Today the train make-up averages 14 to 16 carriages, exclusive of goods vehicles.

Gross ton-miles of the Northern Alberta Railways in 1942 rose to 834,000,000, which was double the 1941 figure. Simultaneously with its handling of the Alaska Highway traffic, the Dawson Creek branch has carried its regular grain and livestock shipments. The grain traffic for the year ended July 31,



A prefabricated hull section of an L.C.I. (Landing Craft, Infantry) vessel being transported by rail to an East Coast of America assembly yard

tendency to discourage unnecessary and frequent trips by officer personnel through rendering travel less profitable and attractive."

Carrying Grain in Cement Wagons

So acute is the shortage of wagons in the United States, especially in the Middle West, that the Chicago & North Western Railway is being compelled to use cement wagons for the carriage of corn and wheat. Some 400 covered bogie wagons, each of which can accommodate about 40 tons of wheat or 44 tons of corn or soya beans, are being used in this way. The wagons concerned are hoppers, and as far as practicable they are routed to grain elevators which have track-pits, or other means of receiving the grain from under the wagons.

Chicago Season-Ticket Rates

Recently the Interstate Commerce Commission of the United States has been investigating a claim by railways serving the Chicago area and adjacent districts of Wisconsin, Indiana, and Michigan, that a 20 per cent. increase in "commutation" or season-ticket rates is justified by war conditions. Actually, this increase had already been authorised, but the authorisation was revoked by the I.C.C., with a direction that the matter be subjected to further enquiry. The Commissioner appointed for this purpose is now so satisfied that the increase is justified that in a report to the I.C.C. he recommends that the enquiry be discontinued. His report states that the commuters are actually travelling at fares considerably below those charged to other passengers for similar service, and that the

Dawson Creek by the Northern Alberta Railways. Incidentally, by reason of the development of the Alaska Highway, this railway system is enjoying unprecedented traffic and earnings. It was in March, 1942, that the Northern Alberta Railways were first called upon to handle an enormous burden of traffic in connection with the Highway. Large numbers of extra trains were operated from all parts to Edmonton bearing men and equipment of the United States Army and the U.S.A. Public Roads Administration, as well as Canadian and U.S.A. contractors. In addition, explosives, oil, petrol, timber, portable houses, tents, clothing, and food, all required transport from Edmonton to the southern terminus of the Highway at Dawson Creek, which is 495 miles by rail to the north-west of Edmonton. The rail route is necessarily circuitous. The village itself increased in population, almost overnight, from 800 to 5,000. In order to accommodate the additional traffic, the Northern Alberta Railways Company (which is a joint enterprise of the Canadian Pacific and the Canadian National Railways) added 30 locomotives to its stock, bringing the total to 46. New tracks were laid, station facilities were increased, and the railway staff was enlarged.

Before August, 1942, the Northern Alberta Railways had operated two passenger trains a week between Edmonton and Dawson Creek. By the end of November, the service was made daily, and, so great was passenger and express traffic, that for the next six months these daily trains had to be operated in two sections, twice or

1940, amounted to 18,711,826 bushels transported. In 1942, livestock shipments alone required 3,502 wagons, and the total number of animals carried was 243,085.

The eastern branch of the Northern Alberta Railways, extending 305 miles from Edmonton to Waterways, which is situated on the Athabaska River, became involved in another war project about the same time as the Dawson Creek line began its heavy Alaska Highway traffic. The Waterways project, on which thousands are now at work, has involved the transport of men and materials for laying a 4-in. pipeline 500 miles across the country, between Port Norman (on the Mackenzie River, 1,100 miles north of Waterways) and White Horse in the Yukon. The Waterways line has maintained its peacetime traffic as well. In 1943, it carried 890 carloads (about 22,250 tons) of salt from the deposits near the railhead at Waterways. Over this branch, too, have been carried as much as half a million lb. of fish in a year.

The C.N.R. and C.P.R. acquired these railways from the Alberta Government on July 1, 1929, when they were incorporated by Dominion statutes as the Northern Alberta Railways Company. The total length of the system is 923 miles, for, in addition to the two main lines already mentioned, there is a 112-mile branch from McLennan to Hines Creek, and a 26-mile branch from Busby to Barrhead, both off the Dawson Creek line. The 19 miles from Edmonton to Carbondale is common to both the Dawson Creek and Waterways main lines. Dunvegan Yards are 5½ miles from Edmonton (C.N.R.) Station.

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THE GOVERNMENT WHITE PAPER ON UNEMPLOYMENT POLICY—

(Continued from page 593)

estimated level and would be less than the standard rate when unemployment exceeded this average.

The Government has also examined a number of other devices for influencing the volume of consumption, such as the variation of rates of taxation and the incorporation of some system of deferred credits as a permanent feature of national taxation. As after the war a very considerable proportion of the national income will have to be taken in taxes, it is clear that relatively small variations in rates of taxation, whether effected by deferred credits or otherwise, will have a significant effect on the purchasing power available to the public and so on employment.

The Policy in Practice

In submitting proposals for an extension of State control over the volume of employment, the Government recognises that it is entering a field where theory can be applied to practical issues with confidence and certainly only as experience accumulates and experiment extends over untried ground. To-day the conception of an expansionist economy and the broad principles governing its growth are widely accepted by men of affairs as well as by technical experts in all the great industrial countries. But the whole of the measures proposed has never yet been systematically applied as part of the official economic policy of any Government.

The Government intends to establish on a permanent basis a small central staff qualified to measure and analyse economic trends and submit appreciations of them to the Ministers concerned. Particularly during the crucial early years of the scheme the responsibilities of this central staff will be very heavy; for many of the decisions required to carry out the Government's employment policy will depend on quick and accurate diagnosis. A slump may develop with fearful rapidity: in 1920-21 unemployment rose from 5 to 15 per cent. in four months. Similarly, isolated or incidental trade recessions will have to be distinguished from those which herald the onset of general unemployment. Questions of timing will be equally delicate. The success of the Government's policy will thus depend on the skill which is shown in putting general ideas into day-to-day practice. It is therefore vital for it to obtain, more fully and much more quickly than in the past, exact quantitative information about current economic movements.

The following are the principal classes of statistics (in addition to those available before the war) which must be obtained for the efficient operation of an employment policy:—

(a) Statistics of employment and unemployment, including quarterly or monthly statements of present and prospective employment in the main industries and areas in the country, based on returns from employers.

(b) Regular information relating to savings, projected capital expenditure by public authorities, and, as far as possible, by private industry.

(c) An annual census of production showing the structure of the main groups of industries in the preceding year, including, *inter alia*, details of the quantity and value of output, stocks, and work in progress.

(d) Monthly figures of production, consumption and stocks, and, if possible, figures of orders on hand, based on sample

returns obtained periodically throughout the year from large firms, trade associations, and public institutions.

(e) Annual and quarterly estimates of foreign capital movements and balance of foreign payments.

This central analysis of our financial position, which will be subject to continuous review and adjustment throughout the year, will serve as a basis for determining what measures are required to maintain employment and secure a rising standard of living. It will be essential, therefore, that at every stage there should also be parallel studies of the manpower position.

The debates on the Budget will in future provide an annual opportunity for Parliament to review the financial and economic health of the country as a whole, and to consider the prospects for the coming year. Parliament will thus be asked to join with the Government in framing and approving the general strategy for maintaining employment. If, however, the policy set forth in this Paper is to be successful, the Government of the day must be able to take the tactical decisions for which it calls—and to take them quickly. Measures to increase total expenditure at the onset of a depression may well be welcome; but the restraining measures appropriate to a boom may meet with opposition unless they are seen and understood as part of a continuing policy for maintaining employment, and accepted as the price that must be paid for the success of that policy over the long period. If action is to be taken quickly enough to have its full effect, the Government of the day must be able to rely on the support and co-operation of the public in applying the principles of an agreed national policy.

The Government believes that, once the war has been won, we can make a fresh approach, with better chances of success than ever before, to the task of maintaining a high and stable level of employment without sacrificing the essential liberties of a free society.

Institution of Railway Signal Engineers

At the meeting of the Institution of Railway Signal Engineers held in London on May 24, 1944, with the President, Major R. F. Morkill, in the chair, a lecture was given on lubricating oils, with special reference to railway signalling requirements, by Mr. Walter Kay, B.Sc., A.M.I.Mech.E., F.I.P. It was preceded by two excellent sound films entitled "Oil from the Earth" and "Distillation," illustrating the processes of finding, raising and shipping oils and distilling the various grades for industrial use. Mr. Kay touched on oils for long burning and other lamps used in signalling, on transformer and switch oils, lubricating oils for mechanical signal fittings, points and special mechanisms, and referred to the use of colloidal graphite.

He also discussed oils used in certain types of cable, hydraulic mechanisms and electrical instruments. The lecturer was asked a number of questions, relating to oil for impedance bonds, hand and semaphore signal lamps, and about the effects of the drop in oil quality since 1939 and the modifications that had been made in lamps to meet the situation, as well as the troubles experienced with the lubrication of signal arm bearings in severe weather. The difficulties created by "dancing" flames in lamps were referred to by several speakers, and the importance of lamp ventilation and shape of wick. The

quality of wicks was said not to have deteriorated during the war.

The following spoke in the discussion: Messrs. T. Austin, F. Horler, J. N. Fraser, B. Wagenrieder, H. H. Dyer (Vice-President), P. Lomas, A. Moss, P. Whysall, and the President. The lecturer replied to the points raised and then showed a third sound film "Bouncing Molecules," illustrating research on the production of synthetic rubber. The President moved a hearty vote of thanks to Mr. Kay for his address and the instructive films.

Buenos Ayres Western Moratorium

Convincing reasons for the further extension of the moratorium for interest payments on the debenture stocks of the Buenos Ayres Western Railway Limited are set out in a circular by the directors to the stockholders concerned. This company has been relatively fortunate among British-owned railways in Argentina in not having had to resort to a moratorium until 1941, and by undertaking to pay in August the interest which was due on these stocks on January 1 this year it will have cleared up most of its past indebtedness. Prospects for the new financial year are, however, by no means promising. Gross receipts continue to be on a higher level, but the cost of fuel and other materials shows a further increase, with a correspondingly adverse effect on the working results. The company is not indebted to its bankers but has contingent liabilities in Argentina for which it is prudent to make provision. In addition, as soon as materials are available, very large sums will have to be spent on renewals if the earning capacity of the railway is to be maintained and the stockholders' interests safeguarded. The existing moratorium expires on June 30, and the directors feel it imperative to ask for its extension for another year. Meetings to consider the necessary resolutions will be held at River Plate House on June 14.

Brush Electrical Engineering Co. Ltd.

For the third successive year the board of directors of the Brush Electrical Engineering Co. Ltd., of Loughborough, recently met a representative gathering of the company's employees for a talk on the activities and position of the organisation.

Mr. Alan P. Good (Managing Director), opening the meeting, said he thought it a benefit to employees to have some understanding of the financial side of the company's affairs and that was the object of their meeting.

Sir Ronald W. Matthews (Chairman) explained the financial operations and referred to the company's increased income and other points in the balance sheet. Improvements, he said, had been effected in the organisation. The board's conservative policy of paying back a considerable proportion of profits to ensure advantage being taken of improvements in machinery and equipment had resulted in increased turnover and output during the past twelve months. Referring to the war situation, he warned against thinking that everything was over bar the shouting. He had a shrewd idea that before very long things were going to be a great deal more difficult. Sir Ronald said that a very sound foundation had been made

by the company towards post-war activities.

In proposing a vote of thanks, Mr. E. A. Clarke, deputy convener of shop stewards, spoke of the increased mutual understanding created throughout the organisation, due largely to the company's policy since Mr. Alan P. Good and his co-directors had taken over.

Traffics at Liverpool Street Station

In a recent issue of the *London & North Eastern Railway Magazine*, Mr. C. J. Gregory, Stationmaster, Liverpool Street, points out that so much attention is attracted by long-distance traffic and the express trains serving the big cities that one tends to overlook the services required to meet the needs of the City workers; it is noteworthy that at Liverpool Street a combination of both the main line and the suburban classes of traffic is dealt with. There are two distinct main-line services, both of which serve East Anglia, one from Cromer, Yarmouth and Norwich, via Ipswich and Colchester; and the other from Hunstanton, King's Lynn and Norwich, via Ely and Cambridge. These services blend with those from the outer suburbs of Essex and Hertfordshire, and the inner suburbs of East and North-East London, and the combined services pass through the "bottleneck" of three up and three down tracks, just outside the station; the lines then diverge to form the twenty tracks in the station, serving the eighteen platforms and the two centre shunting and stowage roads. To ensure the smooth running of these services during the rush hours, perfect timing is a necessity.

Liverpool Street Station was opened in 1874, and, as a terminus, is claimed to have the most intensive steam service in the British Isles, and, excepting St. Lazare Station, Paris, in the world. In normal times there have been over 1,200 trains and 230,000 passengers using the station every day; under wartime conditions, during the morning peak service, over 40 trains enter the station in one hour; before the war the peak was 60 trains. Holiday rushes, evacuations, military movements, and other sudden fluctuations in the number of passengers, have to be catered for, but with the minimum disturbance of normal traffics; national and international events quickly affect Liverpool Street Station, and one

such occasion is recalled by the accompanying illustration, showing the arrival of travellers who returned home from the Continent in August, 1939.

All train movements in the station limits are controlled by two manually-operated signal-boxes. There are upwards of 400 names on the operating payroll, including the staff necessary for dealing with the passenger, luggage, mail, parcels and livestock traffics. Part of the mails is handled by Post Office road transport and the remainder is dealt with by the Post Office Automatic Electric railway which runs underground between the Eastern District Depot in Whitechapel Road and Paddington. Liverpool Street G.P.O. station is 80 ft. below the hotel and the lifts are situated in the area set apart for G.P.O. work on No. 9 platform. Delivery to the railway is by spiral chutes on Nos. 10 and 11 platforms. Normally, upwards of 14,000 bags of mails are dealt with daily, rising to over 30,000 daily during the Christmas period.

The Potteries Bus Merger

Further details of the important recent bus merger in the Potteries area were given by Mr. Raymond Birch, the Chairman of the Potteries Motor Traction Co. Ltd., when presiding recently at the 46th ordinary general meeting of the company. He said that the Potteries Company, originally a tramway undertaking, began running buses in 1914 to extend its operations to what were then outlying towns and villages, and the bus side was successfully developed year by year. During the ten years after the last war the tramways fell a prey to competition by the motor vehicles of others, and in order to hold its own with the numbers of new bus proprietors that were continually coming into the business, the Potteries Company put buses along its own tram routes. This state of affairs culminated in the final abandonment of the trams in 1928, involving a substantial capital loss, and their substitution by motorbuses. The years of heavy competition left a legacy in the form of an abnormally large number of buses running in the district, and, when the Road Traffic Act, 1930, came into operation, the new Traffic Commissioners, who took over all bus licensing powers, found in North Staffordshire a more highly competitive position than anywhere else. The company set about co-ordinating its services with those of the many other proprietors, and from time to time acquired the businesses of some of them.

One of the strongest moves towards stabilisation was the grouping of a number of proprietors into a single undertaking styled Associated Bus Companies Limited, and known as the A.B.C. In the years before the present war, the new company acquired a number of businesses, most of which were in competition with

the services of the Potteries Company, including those on what is called the main line, which is the route running through the Five Towns. By now acquiring the A.B.C. undertaking, the company has greatly strengthened its capacity for service to the public, as it has been able so to reorganise and link up its own and the A.B.C. operations as to provide, as from a date early in June, through travel facilities on a number of routes with no reduction of frequencies. No monopoly has been secured, however, as there are very large numbers of buses in the district still run by independent proprietors.

In the negotiations for the revisions of routes, the Potteries company met a most encouraging spirit of co-operation on the part of the Corporations of Stoke-on-Trent and Newcastle-under-Lyme, and indeed all the local authorities concerned, as well as from the L.M.S.R. and the other bus operators.

Swansea and District Transport

In the course of his address to the shareholders at the annual general meeting of the South Wales Transport Co. Ltd., on June 7, the Chairman, Mr. J. S. Wills, referred to the payment of £24,931 to the Swansea Corporation, an item which appears in the accounts for the first time. In pursuance of the Swansea & District Transport Act, 1936, the company this year makes this payment in lieu of the rent previously paid by the Swansea Improvements & Tramways Company in respect of the abandoned tramways. It is a proportion of the profits from operations in the Transport Area which embraces the old tramway routes and some extensions, and compares with £7,771 paid by the tramways company to December 31, 1942, the rent of the tramways owned by the Corporation and worked by the company.

The Swansea & District Transport Act also set up an advisory committee consisting of members of the Corporation and the transport company to consider and to make proposals or recommendations to the transport company with regard to the operation and development of road passenger transport services within the Transport Area, including the fares payable on such services, and Mr. Wills paid tribute to the co-operation and the valuable assistance the company had received from the Corporation members of this body.

It was generally known, he said, that railway companies had financial interests in bus companies in many parts of the British Isles. It was not, however, generally known outside the Swansea area, that a bus company actually owned (under a 999-year lease) and operated the first and therefore oldest passenger railway in the world, namely, the Swansea & Mumbles Railway, which had reached its 140th anniversary this year. It served the public during the Napoleonic Wars and it continued to serve them during the Nazi war. In 1943 it carried just over five million passengers.

Perhaps out of consideration for the company's comparatively slender means, it was not invited by its younger brothers, the main-line railways, to join them in their "British Railways" publicity campaign. But, on account of its road interests, the company was invited by the British Omnibus Companies Public Relations Committee to take part in the



At Liverpool Street Station

"British Buses" publicity, and was very pleased to agree because great importance was attached to the promotion of friendly and mutual understanding between the operators of public transport and their patrons. Persons who quietly submitted to overcrowding and underfeeding in restaurants, to delay in the return of their laundry, to queuing for long periods outside the cinema, to inability to obtain hotel accommodation, to severe rationing of food and clothes, to meeting higher charges for all these and more, would often complain vociferously because there was not a seat available in a motorbus just when they wanted it.

Questions in Parliament

Railway Travel Warrants for Forces

Sir John Mellor (Tamworth—C.) on May 19 asked the Parliamentary Secretary to the Ministry of War Transport whether he would make a statement concerning the extension of the use of warrants as railway tickets.

Mr. P. J. Noel-Baker (Parliamentary Secretary, Ministry of War Transport) stated in a written reply: I am glad to inform Sir John Mellor that arrangements have now been made for the use of Service warrants as railway tickets for journeys of members of H.M. Forces, and Dominion, Colonial and Allied Forces travelling on duty.

Post-War Air Transport

Sir Oliver Simmonds (Birmingham, Dud-dedon—C.) on May 24 asked the Secretary of State for Air (1) whether the Government was actively interested to receive proposals from potential operators of post-war air transport services; and (2) what were the principal conditions which must be fulfilled by any company offering to operate post-war air transport services.

Sir Archibald Sinclair (Secretary of State for Air): The Lord Privy Seal in his speech on May 11 in the House of Lords outlined the nature and scope of proposals which the Government would be willing to study. I have nothing to add to that statement.

Sir O. Simmonds: Would the Minister assure the House that if these proposals are put before him they will be reviewed freely and openly, unfettered by the conditions of the British Overseas Airways Corporation?

Sir A. Sinclair: No, sir. I would refer Sir O. Simmonds to the careful statement made by the Lord Privy Seal in the House of Lords, when he will see that it would not be in accordance with that statement.

Sir O. Simmonds: Is the Minister not aware that that statement was very ambiguous? Would he explain it at some convenient time?

There was no reply.

Road Accidents

Mr. T. J. Brooks (Rothwell—Lab.) on May 24 asked the Parliamentary Secretary to the Ministry of War Transport if he would give the annual figures of killed and injured on the roads of this country for the last 25 years.

Mr. Noel-Baker: I will circulate the figures for the years 1926 to 1943 inclusive; I regret that the figures for the years before 1926 are not available.

Mr. Brooks: What has the Minister of War Transport in mind, to deal with this very serious loss of life and limb? Will the Department give very serious thought to this question?

Mr. Noel-Baker: As I said in the debate on the Estimates, we have a committee, over which I preside, sitting in the Ministry

which is preparing an interim programme for immediately after the war, and it will then proceed to prepare a long-term programme for dealing with the problem.

Mr. Noel-Baker later circulated the following table of figures:—

NUMBER OF PERSONS KILLED AND INJURED IN ROAD ACCIDENTS IN GREAT BRITAIN

Year	Killed	Injured
1926	4,886	133,888
1927	5,329	148,575
1928	6,138	164,838
1929	6,696	170,917
1930	7,305	177,895
1931	6,691	202,119
1932	6,667	206,450
1933	7,202	216,328
1934	7,343	231,603
1935	6,502	221,726
1936	6,561	227,813
1937	6,633	226,402
1938	6,648	226,711
1939	8,272	125,303
1940	8,609	(first 7 months only)
1941	9,169	Not available
1942	6,926	(last 9 months only)
1943	5,796	140,618
		116,740

NOTE.—The reporting of non-fatal injuries during the war may not be as complete as regards slight injuries as was the case before the war.

Staff and Labour Matters

Railway Shopmen

The Industrial Court has recently issued two awards on claims of the National Union of Railwaymen for allowances for work of an exceptional kind performed by a number of men at Cambridge and Liverpool Street, L.N.E.R. The first award (No. 1,967) concerns work of removing glass from the locomotive shed roof at Cambridge and was referred to the Court on the following terms of reference:—

"To determine a claim on behalf of staff employed by the London & North Eastern Railway in the Civil Engineer's Department at Cambridge that the amount of a special allowance payable under the provisions of Clause 11, of Schedule F to Industrial Court Decision No. 728 when employed on the work of removing glass from Cambridge locomotive shed roof and replacing it by asbestos sheeting between September 24, 1941, and November 1, 1941, should be at least 1s. a day."

The claim affects two carpenters, three plumbers, one carpenter's mate, two plumbers' mates and two labourers, and the Court awarded that the men concerned shall be paid an allowance of 1d. an hour in respect of the work referred to in the claim.

The second award (No. 1,968) concerns work of removing glass from the roof of Liverpool Street Station, and was referred to the Court on the following terms of reference:—

"To determine the claim of staff employed by the London & North Eastern Railway Company in the Civil Engineer's Department at Liverpool Street and Stratford for payment of a dirty and dangerous work allowance under the provisions of Clause 11, Schedule F of Industrial Court Award No. 728 in respect of work performed on the roof of Liverpool Street Station in connection with the removal of glass from June 29 to October 7, 1940."

The claim affects eight painters, four carpenters, one scaffolder and eight labourers, and the Court awarded that the claim made has not been substantiated.

A.S.L.E. & F. Annual Conference

The annual conference of the Associated Society of Locomotive Engineers & Firemen was held at Southport this year and

was opened by the President of the society, Mr. D. F. Sharman, on May 16. In his presidential address to the conference, Mr. Sharman said that the society has a national programme which it intends to have implemented as the minimum standard for its members. He sent a message to members asking them to remain at their posts during the critical days ahead and willingly perform the additional tasks that will be placed on them. Very soon, he said, we shall begin the final onslaught on Fascism and their share in the battle will be a big one. Knowing railwaymen, he could say that when the call comes even more than has been promised will be forthcoming.

The conference received a fraternal delegate from the National Union of Railwaymen in the person of Mr. J. Benstead, the General Secretary, who, during his address to the conference, said that greater unity exists among railwaymen today than at any previous time.

During its session the conference expressed strong dissatisfaction with the railway companies' reply to the society's application for a fortnight's annual leave and passed a resolution demanding that this should be conceded without further delay and become operative at the earliest possible moment. The conference also urged the introduction of a pension scheme by all railway companies.

R.C.A. Annual Conference

The annual conference of the Railway Clerks' Association was held at Blackpool this year and was opened by Mr. Percy Morris, J.P., the President of the association, on May 14. In his presidential address, Mr. Morris said that one of the first duties of the Government in the post-war period would be to reorganise the transport system, take away the private profit motive and co-ordinate the services by air, land and sea in the public interest. He said there will be no permanent peace in the transport industry so long as the Government allows it to remain the happy meeting ground for speculators. Transport, he said, is the life blood of industry and there could be no justification for a return to wasteful competition, nor for the establishment of private monopoly.

The conference received a fraternal delegate from the National Union of Railwaymen in the person of Mr. F. W. Burrows, the Union's President, who, in addressing the conference, said there was bound to be an amalgamation of the four railway groups either under the State, which would mean complete nationalisation, or under some form of a public utility body like the London Passenger Transport Board.

A comprehensive plan for transport was adopted by the conference as follows:—

A national transport board with a chairman and members appointed on grounds of experience and fitness and with trade union nominees who would give whole-time service. National and local advisory committees representing local authorities, the users of transport and the employers.

Full recognition of unions and the establishment of negotiating machinery.

Passenger Road Transport Wages

Employees in the passenger road transport industry are to receive an increase of 5s. a week as a result of the negotiations arising out of the claim made on their behalf by the trade unions. The increase, which is to apply from May 17, 1944, brings the total increase since the war for the male adults up to 24s. 6d. a week. The employees affected are those employed by the municipal omnibus undertakings, and the London Passenger Transport Board.

Notes and News

Carlisle Wagon Co. Ltd.—This private company was registered on May 17 with a capital of £100,000 in 20,000 ordinary and 80,000 preference shares (cumulative and redeemable) of £1 each, to carry on the business of hire-purchase and deferred payment financiers.

Australian Narrow-Gauge Rolling Stock.—According to a Canadian report, production of narrow-gauge rolling stock in Australia is to be increased substantially. The sum of £1,600,000 is said to have been allocated to this work. Contracts for the construction of locomotives are reported to have been given to 110 railway and private workshops. Narrow-gauge wagons are to be built in 80 workshops.

Great Southern Stockholders and the Transport Bill.—Colonel the O'Callaghan, Chairman of the Great Southern Railways Stockholders' Protection Association, has stated that although a general election had been brought about the Transport Bill itself was never defeated. The motion which the Government accepted as a defeat was that consideration of the Bill be postponed until the report had been received from the tribunal inquiring into transactions in the railway company's stocks. In his closing speech, Mr. Lemass, the Minister in charge, had agreed that, if necessary, the appointed day under the Bill could be January 1, 1945, instead of July 1, 1944.

North Western of Uruguay Debenture Repayment.—At a general meeting of the holders of the 6 per cent. first debenture stock of the North Western Uruguay Railway Co. Ltd., held on May 25, at River Plate House, E.C., resolutions were unanimously passed authorising the repayment, on June 20, at par, of the above-mentioned stock, together with a sum on account of the arrears of interest thereon equal to 20 per cent. of the capital. Brig.-General F. D. Hammond, who presided, thought that the first debenture holders would prefer to receive a tax-free redemption and a repayment of a certain amount of arrears of interest rather than receive a little more in the way of interest.

Baltimore & Ohio Railroad Company.—Railway operating revenues in 1943 were \$358,142,152, an increase of \$51,887,959 over 1942, and operating expenses advanced from \$204,241,199 to \$250,584,353. Higher taxes and equipment and joint facility rents brought net railway operating income down from \$69,558,718 to \$52,167,468. Income available for fixed charges was \$58,769,442, against \$76,543,416, and the audited net income fell from \$45,323,596 to \$30,509,480. The decrease in net income of \$14,814,116 is the result of a loss of \$7,100,000 due to suspension in 1943 of freight rate increases, to a \$9,222,000 increase in wage rates, and to an increase of \$12,801,972 in taxes after a non-recurring tax credit of \$8,574,214 in 1942.

Station House Tenancy.—An action by the L.M.S.R. Company against a former stationmaster at Greenloaning for his removal from the station house was recently dismissed at Dunblane Sheriff Court. On January 28, 1942, the defender was transferred to Dundee West as station inspector, but continued to occupy the station house at Greenloaning. The Sheriff found that the house was let to defender in consequence of his employment as stationmaster, and that the house was reasonably required for the new stationmaster, and that the

company might, at the time the change was made, have recovered possession of the house for that purpose. But the defender was allowed to continue in occupation for 15 months after his transference to Dundee. The Sheriff considered that by this conduct the company has lost its right to remove the defender in respect that at the time when the notice of removal was given the defender was in occupation under a fresh letting, which was not in consequence of the contract of employment.

Canadian National Railways.—Gross earnings for April, 1944, amounted to \$34,993,000, a decrease of \$3,451,000 in comparison with April, 1943. A saving of \$835,000 in operating expenses makes the net earnings \$2,616,000 lower at \$6,718,000. Aggregate gross earnings from January 1 to April 30, 1944, were \$139,821,000, an increase of \$5,670,000 in comparison with the first 4 months of 1943, but the aggregate net earnings of \$25,410,000 were \$1,404,000 lower.

Railway Benevolent Institution.—The eighty-sixth annual meeting of the members of this Institution will be held at Euston Station, London, N.W.1, on June 28 at 4 p.m., to receive the report of the Board of Management, admit to school benefits two children in the officers' department and to transact ordinary business. The Board will appoint to contingent annuities 165 widows and two members in the officers' department, and 1,002 widows and 225 members in the servants' department, being applicants in excess of the number to whom permanent annuities can be granted. There will be no ballot on this occasion.

Aluminium Development Association.—Members of the aluminium industry have formed an association under the title of the Aluminium Development Association. It was registered on May 22 as a company limited by guarantee without share capital. The original number of members is not to exceed 50, each liable for £1 in the event of winding up. The objects are to promote the use of aluminium, to provide facilities for research work and the discussion of problems (other than that of wages and prices). The first members of the executive council (being the subscribers to the memorandum of association) include Sir W. Murray Morrison, Deputy-chairman and Managing Director, British Aluminium Co. Ltd.; Mr. Geoffrey Cunliffe and Mr. G. Boex, Directors, British Aluminium Co. Ltd.; and Mr. W. T. Emery, Secretary, British Aluminium Co. Ltd.

Buenos Aires Transport Deterioration.—The City of Buenos Aires Transport Corporation recently issued an explanation of the causes of its inadequate and rapidly deteriorating services. This stated that, compared with last year, 150,000 more passengers are using its services daily this year, partly by reason of the increase in the population and of the city, and also because of greater business activity. In addition, many private vehicles are laid up through the scarcity of petrol. As it is impossible to import new vehicles, spare parts, and rubber, there are now nearly 1,000 fewer buses and colectivos in service than in the middle of 1943. On April 11, 1944, only 513 buses were in working condition, out of a total of 1,640. Of the balance, 442 had been withdrawn from service because of lack of spare parts, and 425 through lack of tyres; the remaining 260 were worn out. Of 2,885 colectivos, only 914 were in service; 646 were laid up through lack of tyres, 331 needed spare parts, and 994 were undergoing repair. There has been some improvement in the

tramcar situation, because the Argentine State Railways and the Naval Workshops are producing tyres and axles.

First Accumulator Bus in Switzerland.—The first accumulator-worked motorbus to operate in Switzerland on a public route has been placed in service between Morges (on the Lausanne-Geneva line) and Cossonay (on the Lausanne-Vallorbe line), a distance of 7½ miles. The difference in altitude to be negotiated is 276 ft. The bus has a power of 19 kW

British and Irish Railway Stocks and Shares

Stocks	Highest 1943	Lowest 1943	Prices	
			June 6, 1944	Rise/ Fall
G.W.R.				
Cons. Ord.	65½	57½	61½	—
5% Con. Pref.	120½	108	119½	—
5% Red. Pref. (1950) ..	110½	106	106	—
5% Rt. Charge	137½	123½	133½	—
5% Cons. Guar.	135½	121½	131½	—
4% Deb.	118	107½	115	—
4½% Deb.	119	109½	116½	—
4½% Deb.	124½	116	121½	—
5% Deb.	138	127	133½	—
2½% Deb.	77	72½	75½	—
L.M.S.R.				
Ord.	34½	28	32	+ ½
4% Pref. (1923)	66½	58	61½	—
4% Pref.	80½	73	80	—
5% Red. Pref. (1955) ..	105½	102	104½	—
4% Guar.	107	96½	103½	+ ½
4% Deb.	109½	103½	108	—
5% Red. Deb. (1952) ..	111½	108	109½	—
L.N.E.R.				
5% Pref. Ord.	12½	7½	10	+ ½
Def. Ord.	5½	3½	5	—
4% First Pref.	66½	57½	61½	—
4% Second Pref.	36½	30½	34½	+ ½
5% Red. Pref. (1955) ..	99½	93	100½	—
4% First Guar.	102½	94	100½	+ ½
4% Second Guar.	93½	85½	92	+ ½
3% Deb.	86½	78½	84	—
4% Deb.	109½	101½	106½	—
5% Red. Deb. (1947) ..	106½	102	103	—
4½% Sinking Fund Red. Deb.	108	103½	105½	—
SOUTHERN				
Pref. Ord.	80	72½	80	—
Def. Ord.	26½	20½	25½	—
5% Pref.	119½	106½	118½	—
5% Red. Pref. (1964) ..	114	108½	114½	—
5% Guar. Pref.	136	122	131½	—
5% Red. Guar. Pref. (1957)	117	109½	114½	—
4% Deb.	117½	106	112½	—
5% Deb.	137	126	132½	+ ½
4% Red. Deb. (1962- 67)	112	106½	109½	—
4% Red. Deb. (1970- 80)	112	107	109½	—
FORTH BRIDGE				
% Deb.	109	104½	105	—
% Grsf.	105	102½	103½	—
L.P.T.B.				
4½% "A"	125½	114	121½	—
5% "A"	133½	123	130½	—
3% Guar. (1967-72) ..	100½	97	99½	—
5% "B"	124	114	121½	—
"C"	72	53	72	—
MERSEY				
Ord.	34½	27	33½	—
3% Perp. Pref.	68	59½	69	—
4% Perp. Deb.	104	102½	103	—
3% Perp. Deb.	83	78½	79	—
IRELAND* BELFAST & C.D.				
Ord.	9	6	8½	—
G. NORTHERN				
Ord.	24½	16	26½	+ 1½
Pref.	—	—	65½	+ ½
Guar.	—	—	44	—
Deb.	—	—	86½	—
G. SOUTHERN				
Ord.	30	9½	54½	+ 9½
Pref.	30	11	55½	+ 10½
Guar.	64	26½	70½	+ 5½
Deb.	88½	51½	93½	+ 6½

* Latest available quotations \$ ex-dividend

and its speed over a level road is 25 m.p.h. In addition to seating accommodation for 18 passengers, it has a postal and luggage compartment. Its daily performance totals about 60 miles.

Home Railway Dividend Dates.—Provisional dates have been fixed for the announcement of the interim dividend statements by the four home railway companies. As at present arranged, the L.M.S.R., L.N.E.R., and Southern Railway boards will meet on July 27 and that of the G.W.R. on the next day.

John I Thornycroft & Co. Ltd.—Payment was made on May 27 of the following interim dividends, on account of the financial year ending July 31, 1944, less tax:—3 per cent. on the cumulative preference shares, 3½ per cent. on the participating preferred ordinary shares, and 5 per cent. on the ordinary shares.

Wagons of Bombs Explode on L.N.E.R.—A statement issued by the L.N.E.R. on June 2 stated: "When a goods train was passing through a station in East Anglia at 1.45 this morning there was a violent explosion. Reports indicate that two wagons of bombs caught fire and exploded, resulting in casualties and extensive damage. The fireman of the train, named Nightall, was killed, and the driver, Gilbert, seriously injured. The Stationmaster, Mr. Oliver, and his son, and Signaller Riches were badly injured. The known damage to property includes the station house badly damaged and the signal-box destroyed." Signaller Riches died in hospital.

Beyer, Peacock & Co. Ltd.—Trading profit for the year 1943, after charging taxation and contingencies, was £67,049 (£65,240), and gross profit was £72,738 (£70,915). After debenture interest and other charges and appropriating £15,000 (£13,500) to reserve for depreciation, there was a net balance of £40,853 (£38,008), and £23,112 was brought in, making £63,965. Two years' arrears of dividends on the 5½ per cent. cumulative preference shares have been paid, bringing payments up to June 30, 1938, and the amount to be carried forward is £30,965. The bank overdraft has been reduced from £129,084 to £67,883, and works in progress, etc., stand at £659,409, against £621,479. It is stated in the report that E.P.T. operates with undue harshness on the locomotive industry, because of the subjection, during the war years, of plant and machinery to excessive wear and tear, due, *inter alia*, to the adaptation of equipment for duties other than those for which it was designed.

L.P.T.B. Home Guard Birthday Parade.—The fourth birthday parade of the London Passenger Transport Board Home Guard was held on June 4 in Hyde Park. Representatives of seven battalions, numbering altogether nearly 3,500, took part, and the four bands on duty were the Unit Band and those of the 41st, 43rd and 44th Battalions. A guard-of-honour was provided by Group Headquarters Platoon. Lt.-General Sir Charles Loyd, K.C.B., D.S.O., M.C., General Officer Commanding, London District, carried out the inspection and took the salute at the march past, before which a service was conducted by the Reverend Anthony Tolley, Chaplain to the 44th Battalion, and the parade was addressed by General Loyd. Among the large number of persons present were representatives of the main-line railways and other Home Guard units; and many officers of the L.P.T.B., including:—

Messrs. John Cliff, Member, and T. E. Thomas, General Manager (representing Lord Ashfield, Chairman); E. Graham, Mechanical

Engineer (Railways); C. G. Page, Secretary & Chief Legal Adviser; L. C. Hawkins, Comptroller; Evan Evans, Operating Manager (Railways); S. R. Geary, Operating Manager (Central Buses); Colonel E. T. Brook, Officer Commanding, L.P.T.B. Home Guard; Messrs. J. A. Wilks, Superintendent of Rolling Stock (Railways); and R. F. Morkill, late Joint Signal Engineer (now Technical Assistant, Railway Maintenance Division, Ministry of War Transport).

"Transport into Action."—On June 6 Mr. P. J. Noel-Baker, Parliamentary Secretary to the Ministry of War Transport, opened a "Transport into Action" exhibition at Charing Cross Underground Station. This exhibition, produced for the Ministry of War Transport by the Ministry of Information, consists of an 80 ft. model panorama showing how Great Britain's war traffic is handled by rail, road, and canal.

William Beardmore & Co. Ltd.—Profit for the year 1943 was £189,668 (£183,709) and the amount brought forward was £234,499. After providing for dividends on the cumulative preference stock for the year, less tax, and for the interim dividend of 3 per cent. on the ordinary stock, less tax, there is an amount available of £383,792. A sum of £100,000 (same) is placed to war contingencies reserve, and the final dividend on the ordinary stock is 7 per cent., less tax, again making 10 per cent. for the year. The amount carried forward is £250,542.

British Aircraft Production.—In London, on June 3, Sir Stafford Cripps, Minister of Aircraft Production, said that 27,273 new aircraft had been delivered from factories in the United Kingdom in the 12 months which ended in March; this compared with under 1,830 in 1936, 2,827 in 1938, 7,940 in 1939, and 15,049 in 1940. During last year, major repairs had been made to a further 18,000 machines, thus making available about 45,000 aircraft. We were now producing 16 types of aircraft which were not in production in 1940. The aircraft produced were bigger and better year by year, and comparison, by numbers alone, substantially underestimated the progress we had made.

Colvilles Limited.—Sir John Craig, Chairman of the company, speaking at the 13th annual general meeting, said that most of the products now required were similar to those produced by the company in pre-war times, and were certain to be in demand for the peace programme. The company was keenly alive to the value of research, and possessed well-equipped laboratories for dealing not only with the metallurgical but also with the engineering problems of steelmaking. The directors thoroughly appreciated the importance of extending the range and maintaining the quality of the company's products and, at the same time, increasing efficiency so as to reduce the costs of production.

Taxis at Manchester Stations.—A dispute in Manchester which has involved the boycott by the taxis of the railway stations within recent weeks was settled at a conference in London on May 25, at the offices of the Ministry of War Transport, between representatives of the railway companies, the Manchester Corporation, the Manchester & Salford Owner-Drivers' Association, and Mr. Noel-Baker, Parliamentary Secretary to the Ministry of War Transport. The railway companies have agreed to suspend for an experimental period of six months the charge of rent for the use of station ranks, and if the experiment is successful to extend the period to the end of the war. The railways have thus waived their right to limit the number of taxis applying for hire on Manchester station

approaches. The railway companies imposed as a condition of the agreement the requirement that there should be no discrimination by the organisation of taxi drivers against those drivers who had refused to participate in the boycott. (See editorial note, page 586).

Smart Signalbox Renewal.—Deferred since 1940, renewal of Stalybridge No. 2 Signalbox was successfully accomplished in the 32 hours between midnight on Saturday, May 20, and 8 a.m. Monday, May 22, the exact time scheduled for the job. The old 5½-in. centre 70-lever locking frame was removed and a new 4½-in. centre frame was installed. By 2 a.m. on Monday the 30 sets of new points were being worked from the box, and in 32 hours the 40 signals were again operative. Inspector-in-charge was Mr. F. J. Beirne of the L.N.E.R. Guide Bridge depot. Forty men tackled the job. Sixteen worked the night shift from midnight Saturday to midday Sunday, and 24 day-shift men worked on Sunday from 9 a.m. to 11 p.m., when a further shift of 10 of the original 16 night men came on night duty.

Stewarts and Lloyds Limited.—The statement of consolidated profits and appropriations in respect of the year 1943 shows that the consolidated profit, including the company's proportion of profits of subsidiary companies, after providing for depreciation, war damage insurance premiums, E.P.T., N.D.C. and income tax was £1,169,468, to which is added £200,000 reserve for taxation no longer required, making £1,369,468. After making certain adjustments the eventual profit, which includes results of subsidiary companies to the extent to which dividends have been declared, is £1,016,057, to which is added £193,081 brought forward, making £1,209,138. Allocations are made of £100,000 to reserve for special depreciation and of £250,000 to reserve for contingencies. The dividend for the year on the deferred stock is maintained at the rate of 12½ per cent., and at the appropriate rate on the liaison deferred shares, less tax at 9s. 7½d., leaving £190,460 to be carried forward.

Contracts and Tenders

Reuters reports that the General Administration of the Chilean State Railways has submitted contracts for the purchase of replacement material for the railways to the Ministry of Public Works & Transport. The contracts are based on offers made by five North American firms for the manufacture of equipment. The value of the purchases is estimated at approximately \$4,500,000 and the railway has asked for credit amounting to \$5,000,000 from the Export & Import Bank, redeemable in three years and bearing interest of 4 per cent. The Director of the State railways is also stated to be negotiating for the purchase of raw materials which would make it possible to manufacture railway equipment in Chilean factories.

Forthcoming Meetings

June 13 (Tues.).—Institution of Civil Engineers, Great George Street, Westminster, London, S.W.1, 5.30 p.m. James Forrest Lecture by Professor C. E. Inglis.

June 28 (Wed.).—Institution of Railway Signal Engineers, at the Institution of Electrical Engineers, Savoy Place, London, W.C.2, 6 p.m. "Coded Track Circuits" by Messrs. J. P. Coley and R. M. Macgregor.

Railway Stock Market

Stock markets have been buoyant and active, sentiment reflecting the further stimulus of the excellent war news, and industrial shares again prominent on assumptions as to the implications of the Government White Paper on employment policy. In most sections the buying movement broadened, colliery and iron and steel shares attracting attention on yield considerations. Home rails tended to provide an exception to the increased activity, despite the fact that no other group of widely-held securities offers as attractive yields as the junior stocks. Nevertheless, if markets generally continue buoyant, the generous yields must sooner or later draw a good deal more attention to home rails. At the moment, however, yield considerations are overshadowed by the prevailing disposition to await a reply from the Minister of War Transport to the claim for revision of the railway control agreement, and also some clearer indication of Government post-war policy as to transport. Even so, as has been pointed out before, there is no logical reason why home railway junior stocks should be valued on a basis showing yields well above those on colliery shares and shares of other companies whose position as to post-war organisation and the shape of things to come is no more clearly defined than in the case of the main-line railways. Moreover, under the existing railway agreement, the fixed rental is to remain in force until at least

one year after the war, so that home railway stocks can be considered as having the advantage of assured dividends during the difficult period of the change-over to peacetime working. Although home railway junior issues became easier they were slightly higher on balance, and prior charges were firm, with various senior preference stocks inclined to move higher in price.

A prominent feature has been substantial gains in French railway sterling bonds, which led the upswing in "invasion stocks"; but as in other directions the upward movement was accentuated by the fact that they are firmly held and consequently in short supply in the market. Argentine railway securities attracted some attention on the renewal of vague talk of the possibility of the Argentine Government making an offer to purchase the railways. Elsewhere, there were sharp advances in Great Southern Railways of Ireland ordinary, preference, guaranteed and debenture stocks on the result of the general election in Eire, which presumably means that the terms of the previously-announced scheme of nationalisation will be carried through.

Compared with a week ago, Great Western ordinary has improved from 61½ to 61½, and the 5 per cent. preference was half-a-point better at 119½, the guaranteed stock again 132 and the 4 per cent. debentures also unchanged at 115. L.M.S.R. in common with other junior stocks failed to

hold best prices, but was slightly higher on balance at 32½, compared with 32½ a week ago; the senior preference at 80½ was also fractionally higher, and the 1923 preference improved from 61½ to 62. L.N.E.R. junior stocks continued to attract some speculative attention, pending the outcome of the claim for revision of the control agreement, and although best prices were not held, the deferred at 5 and the preferred at 10 were fractionally higher as compared with a week ago. L.N.E.R. second preference touched 35 at one time, but later reacted to 34½, which compares with 33½ a week ago. L.N.E.R. first preference improved on balance from 61½ to 62, while the first and second guaranteed were 100½ and 92 respectively. Among Southern issues, the deferred was half-a-point better at 25½, the preferred also improved slightly to 79½, and the 5 per cent. preference gained a point at 119. London Transport "C" moved fractionally lower at 72.

Among French railway bonds, Nord have risen further from 64½ to 70 and Midi and Orleans, which were both 49½ a week ago have moved up to 55. In Argentine rails, B.A. Gt. Southern 5 per cent. preference improved to 24 and the 4 per cent. debentures to 60, while other gains included a sharp rise to 53 in Central Argentine 4 per cent. debentures. Leopoldina debentures were 53½ and United of Havana debentures rallied to 29. Canadian Pacific at 16 were better on balance.

Traffic Table and Stock Prices of Overseas and Foreign Railways

Railways	Miles open	Week ending	Traffic for week		No. of Weeks	Aggregate traffic to date			Shares or stock	Prices					
			Total this year	Inc. or dec. compared with 1942/3		Totals		Increase or decrease		Highest 1943	Lowest 1943	June 6, 1944	Yield % (See Note)		
						1943/4	1942/3								
South & Central America	Antofagasta (Chile) & Bolivia	834	28 5.44	29,450	—	4,510	22	612,870	597,370	+	15,500	Ord. Stk.	15½	10½	Nil
	Argentine North Eastern	753	27.5.44	14,910	+	1,854	48	698,010	592,914	+	105,096	Ord. Stk.	7½	5	Nil
	Bolivar	174	Apr., 1944	5,105	—	444	17	21,059	21,881	—	822	6 p.c. Deb.	22½	18	17½
	Brazil	—	—	—	—	—	—	—	—	—	—	Ord. Stk.	23½	19	16½
	Buenos Ayres & Pacific	2,807	27.5.44	117,000	+	24,960	48	5,177,760	4,786,680	+	391,080	Ord. Stk.	8½	5½	Nil
	Buenos Ayres Great Southern	5,080	27.5.44	148,980	+	240	48	8,433,360	7,724,820	+	708,540	Ord. Stk.	17½	9½	11½
	Buenos Ayres Western	1,930	27.5.44	51,720	+	2,940	48	2,691,900	2,594,520	+	97,380	Ord. Stk.	16	9½	Nil
	Central Argentine	3,700	27.5.44	151,140	+	27,480	48	7,302,810	6,295,668	+	1,007,142	Ord. Stk.	10½	6½	8½
	Do.	—	—	—	—	—	—	—	—	—	—	Dfd.	4½	3	4
	Cent. Uruguay of M. Video	972	27.5.44	31,160	—	8,746	48	1,623,203	1,424,091	+	199,112	Ord. Stk.	7½	4½	4½
	Costa Rica	262	Apr., 1944	25,389	+	7,380	42	225,154	150,966	+	74,188	Ord. Stk.	16	12½	15
	Dorada	70	Apr., 1944	24,058	+	7,258	17	97,339	76,320	+	21,019	1 Mt. Db.	96	92	93½
	Entre Rios	808	27.5.44	18,414	+	1,716	48	933,048	846,912	+	86,136	Ord. Stk.	9	5½	5
	Great Western of Brazil	1,030	27.5.44	18,100	—	5,200	22	470,700	341,500	+	129,200	Ord. Sh.	59/9	24/4	33/9
	International of Cl. Amer.	794	Apr., 1944	8651,727	+	88,267	16	82,985,369	82,665,812	+	8319,557	Ord. Stk.	—	—	—
	Interoceanic of Mexico	—	—	—	—	—	—	—	—	—	—	1st Prel.	2½	1½	—
	La Guaira & Caracas	22½	Apr., 1944	7,490	—	950	17	29,446	35,875	—	6,429	5 p.c. Deb.	90	80	81½
	Leopoldina	1,918	27.5.44	45,527	+	7,865	22	969,696	692,721	+	276,975	Ord. Stk.	7½	4	5
	Mexican	483	21.5.44	ps. 428,900	+	ps. 79,600	21	ps. 8,502,300	ps. 7,308,700	+	ps. 1,193,600	Ord. Stk.	1½	4	½
	Midland Uruguay	319	Apr., 1944	15,425	—	1,909	42	171,193	152,948	+	18,245	Ord. Stk.	—	—	—
	Nitrace	382	31.5.44	6,330	—	559	22	81,870	62,039	+	19,831	Ord. Sh.	83/9	71/3	68/9
	Paraguay Central	274	26.5.44	860,163	+	815,403	22	82,460,942	81,963,370	+	849,572	Pr. Li. Stk.	75	51½	73½
	Peruvian Corporation	1,059	Apr., 1944	121,109	+	31,298	44	1,085,795	847,392	+	238,403	Pref.	17½	10½	11½
	Salvador	100	Mar., 1944	c 174,000	+	c 34,000	38	c 1,158,000	c 912,000	+	c 246,000	Ord. Stk.	—	—	—
	San Paulo	153½	—	—	—	—	—	—	—	—	—	Ord. Stk.	71	57	54½
	Talca	160	Apr., 1944	4,645	+	2,175	44	54,660	43,816	+	10,844	Ord. Sh.	37/6	20½	17/6
	United of Havana	1,301	27.5.44	55,263	+	5,371	48	2,755,924	2,455,466	+	300,458	Ord. Stk.	8½	3½	—
	Uruguay Northern	73	Apr., 1944	1,464	+	8	42	14,730	14,105	+	625	—	—	—	—
Canada	Canadian Pacific	17,034	21.5.44	1,221,200	+	101,200	21	23,725,200	20,659,400	+	3,065,800	Ord. Stk.	18	13½	16
India	Barai Light	202	Mar., 1944	25,425	+	2,332	52	263,025	220,695	+	42,330	—	—	—	—
	Bengal-Nagpur	3,267	Mar., 1944	1,036,350	—	125,175	11	12,526,575	11,211,375	+	1,315,200	Ord. Stk.	104½	101½	108½
	Madras & Southern Mahratta	2,939	Mar., 1944	358,125	—	7,925	52	10,447,866	8,913,942	+	1,533,924	—	—	—	—
	South Indian	2,349	20.12.43	199,410	+	24,449	37	5,321,558	4,562,445	+	750,113	—	—	—	—
Various	Egyptian Delta	—	20.4.44	20,399	+	6,556	4	603,664	458,496	+	145,168	Pr. Sh. B. Deb.	6½	2½	4
	Manila	—	—	—	—	—	—	—	—	—	—	Inc. Deb.	101	93	100½
	Midland of W. Australia	277	Feb., 1944	21,583	—	6,758	33	245,504	252,708	—	7,204	—	—	—	—
	Nigerian	1,900	26.2.44	77,452	+	4,782	34	3,792,517	3,262,161	+	530,356	—	—	—	—
	South Africa	13,291	5.2.44	906,790	+	63,914	46	37,522,295	34,935,498	+	2,586,797	—	—	—	—
	Victoria	4,774	Dec., 1943	1,414,598	—	101,765	—	—	—	—	—	—	—	—	—

Note. Yields are based on the approximate current price and are within a fraction of ½. Argentine traffic is given in sterling calculated @ 16½ pesos to the £

† Receipts are calculated @ 1s. 6d. to the rupee

§ ex dividend